

TWENTY-FIRST ANNUAL REPORT
OF THE
RAILROAD COMMISSION
OF THE
STATE OF FLORIDA
February 28, 1918.

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TWENTY-FIRST ANNUAL REPORT
OF THE
RAILROAD COMMISSION
OF THE
STATE OF FLORIDA

FOR THE YEAR ENDING FEBRUARY 28, 1918



T. J. Appleyard, Printer, Tallahassee, Fla.



COMMISSIONERS.

GEO. G. McWHORTER, <i>Chairman</i> , Commissioner;	}	Aug. 17,
E. J. VANN, Commissioner;		1887, to
WILLIAM HIMES, Commissioner;		June 13,
JOHN G. WARD, <i>Secretary</i> .		1891.

(Commission was abolished by Act of Legislature, 1891;
was re-created by Act of Legislature, 1897.)

R. H. M. DAVIDSON, <i>Chairman</i> , Commissioner;	}	July 1,
HENRY E. DAY, Commissioner;		1897, to
JOHN M. BRYAN, Commissioner;		Jan. 3,
J. L. NEELEY, JR., <i>Secretary</i> .		1899.

HENRY E. DAY, <i>Chairman</i> , Commissioner;	}	Jan. 3,
JOHN M. BRYAN, Commissioner;		1899, to
JOHN L. MORGAN, Commissioner;		Jan. 8,
JOHN L. NEELEY, <i>Secretary</i> .		1901.

HENRY E. DAY, <i>Chairman</i> , Commissioner;	}	
(Henry E. Day resigned October 1, 1902, and was succeeded by R. Hudson Burr. At the same time John L. Morgan was elected Chairman for the rest of the term.)		
JOHN M. BRYAN, Commissioner;		Jan. 8,
JOHN L. MORGAN, Commissioner;		1901, to
JOHN L. NEELEY, <i>Secretary</i> .		Jan. 6,
		1903.

(John L. Neeley resigned October 1, 1901, and Royal C. Dunn was elected as his successor.)

JEFFERSON B. BROWNE, <i>Chairman</i> , Commissioner;	}	Jan. 6,
R. HUDSON BURR, Commissioner;		1903, to
JOHN L. MORGAN, Commissioner;		Jan. 3,
ROYAL C. DUNN, <i>Secretary</i> .		1905.

JEFFERSON B. BROWNE, <i>Chairman</i> , Commissioner;	}	Jan. 3,
R. HUDSON BURR, Commissioner;		1905, to
JOHN L. MORGAN, Commissioner;		Jan. 8,
ROYAL C. DUNN, <i>Secretary</i> .		1907.

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	}	Jan. 8,
JOHN L. MORGAN, Commissioner;		1907, to
NEWTON A. BLITCH, Commissioner;		Jan. 4,
ROYAL C. DUNN, <i>Secretary</i> .		1909.

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	}	Jan. 4.
NEWTON A. BLITCH, Commissioner;		1909, to
ROYAL C. DUNN, Commissioner;		Jan. 3,
S. E. COBB, <i>Secretary</i> .		1911.
(S. E. Cobb resigned September 5, 1909, and J. Will Yon was elected as his successor.)		

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	}	Jan. 3,
NEWTON A. BLITCH, Commissioner;		1911, to
ROYAL C. DUNN, Commissioner;		Jan. 7,
J. WILL YON, <i>Secretary</i> .		1913.

R. HUDSON BURR, <i>Chairman</i> , Commissioner;	}	Jan. 7,
NEWTON A. BLITCH, Commissioner;		1913, to
ROYAL C. DUNN, Commissioner;		Jan. 5,
J. WILL YON, <i>Secretary</i> .		1915.

R. HUDSON BURR, <i>Chairman</i> , Commissioner	}	Jan. 5,
NEWTON A. BLITCH, Commissioner;		1915, to
ROYAL C. DUNN, Commissioner;		Jan. 2,
J. WILL YON, <i>Secretary</i> .		1917.

(J. Will Yon resigned August 1, 1917, and
Lewis G. Thompson was elected as his succe-
sor.

Report of RAILROAD COMMISSION State of Florida

Tallahassee, Fla., March 1, 1918.

*To His Excellency, Sidney J. Catts,
Governor of Florida.*

Sir:—In accordance with the law, the Railroad Commissioners herewith submit to you their twenty-first annual report for the period beginning March 1, 1917, and ending February 28, 1918.

OCKLAWAHA VALLEY RAILROAD.

Early in November, 1917, the Commissioners were advised by shippers in Ocala, Palatka and along the line of the Ocklawaha Valley R. R., that that road had posted notices along its right-of-way that it would cease operation of trains after November 30, 1917. On November 6 a communication was received from Mr. S. P. Hollinrake, vice-president and general manager of the O. V. R. R., petitioning to be allowed to discontinue the operation of trains not later than midnight of November 30.

On November 12, the Commissioners issued telegraphic notice for a hearing to be held in Ocala on November 14, to consider this application. The hearing was held, at which the citizens of Ocala and Palatka were represented by counsel, the citizens along the line of road appearing in their own behalf individually. The representatives of the Ocklawaha Valley R. R. were also heard.

On November 16 the Commissioners issued Order No. 576 denying the application of the Ocklawaha Valley R. R. to discontinue operation. Soon after this order was issued it was intimated to the Commissioners that the management of the Ocklawaha Valley R. R. might ignore the said order and not only discontinue operation, but dismantle the road. In order to forestall this action, the Commissioners applied to Judge Wills, of the Eighth Circuit, for an order restraining them from discontinuing operation or removing their track. This restraining order was granted by Judge Wills on November 27.

On December 8th, the Commissioners were advised that the Ocklawaha Valley had ceased operation, and that it would not resume the running of trains. Then the Commissioners applied to Judge W. S. Bullock, of the Fifth Circuit, for the appointment of a receiver, and a similar application was made by W. S. Hood, trustee, on behalf of the railroad. Judge Bullock appointed as Receiver Mr. S. P. Hollinrake, vice-president and general manager of the Ocklawaha Valley. On December 14th, Judge Bullock appointed Mr. Richard McConathy special master in chancery for the purpose of taking proof in this matter.

Inasmuch as the Receiver appointed by Judge Bullock had not made any effort to operate the road since the 6th of December, and because the shippers along the line of the Ocklawaha Valley were suffering because of the suspension of service, the Commissioners, on January 3d, laid the entire matter before Director General of Railroads, Hon. W. G. McAdoo, in the following wire:

"The Ocklawaha Valley R. R., extending from Silver Springs, in Marion county, to Palatka, in Putnam county, a distance of forty-five miles, has discontinued operation and is attempting to dismantle the road. This Commission secured a temporary restraining order out of the Circuit Court to prevent dismantling and filed bill in the Circuit Court for Marion county asking the appoint-

ment of receiver to operate the property. Testimony has been taken under the direction of court and matter is now awaiting decision, but the court has intimated to our counsel that in view of the fact that the government has taken over operation of rail lines that this matter should be brought to your attention before a decision is rendered. The former bondholders are now the real stockholders of the railroad and reside beyond the jurisdiction of our court. To avoid the effect of our mandatory injunction the bondholders are carrying through a pretended foreclosure sale of all the railroad's property, and are advertising the sale for February 4th. The government is interested in the movement of considerable material along the line of this road for ship building purposes. We desire to inquire if you will direct the operation of this line by the Seaboard Railway, its preferred connection at Ocala, Florida, or give us authority to state to the circuit judge that you prefer that he render his decision as to the appointment of a receiver for the operation. A considerable number of people who have settled in good faith along the line of this road are left without means of transportation. It is the evident intention of the owners of this property to dismantle it if they can, and sell the rail, which is worth today about twice its normal price, and in fact would bring more than the entire property is worth. We will appreciate your early reply.

"R. HUDSON BURR,
"Chairman Florida Railroad Commission."

Under date of January 9th, Mr. McAdoo replied as follows:

"Hon. R. Hudson Burr, Chairman,
Florida Railroad Commission,
Tallahassee, Florida."

Answer to your telegram re the Ocklawaha Valley Railway Co., extending from Silver Springs to Palatka, has been delayed because of the mass of matter which came

in faster than we could meet it. In the absence of more definite knowledge than that contained in your letter, I prefer that the circuit judge take such action as in his judgment is necessary, and which will result in the continued operation of the road. When sufficient facts are presented I will be glad to take such further action as may be necessary.

W. G. McADOO."

On January 11th, Mr. Dozier A. Devane, counsel for the Commissioners, appeared before Judge Bullock in Ocala to argue the appointment of a receiver to operate the road, at which time the foregoing telegram from the director general was brought to the attention of the court. The greatest obstacle against the appointment of a receiver to operate this property was the lack of funds, which necessitated the finding of a man who would be willing to attempt operation without funds and without anything on which they could be secured. This difficulty was happily overcome by the voluntary offer of Mr. H. S. Cummings made to the Commissioners, to undertake the operation of the property as receiver. Mr. Cummings stated that if appointed receiver he would finance his own certificates, and if they could not be paid from the proceeds of operation he would stand the loss.

On this presentation Mr. Cummings was appointed receiver, with power to operate the road for not less than one year, conditioned upon the filing of proper bond.

Mr. Cummings began the operation of this road on January 26th, 1918, and under his management as receiver it is now discharging all the functions of a common carrier.

FREIGHT RULE 15—SWITCHING CHARGES ON F. E. C. RAILWAY.

Contrary to the practice of other railroads in the State, the Florida East Coast Railway makes a switching charge

of \$2.00 on carload shipments on which it receives a line haul. This is in violation of the Commissioners' Freight Rule 15. The Commissioners brought suit in the State Supreme Court to enforce said rule on State shipments, but that court decided against the Commissioners in this case. They then brought a case before the Interstate Commerce Commission in an attempt to require the F. E. C. Railway to eliminate this switching charge on interstate shipments. In January, 1917, the Interstate Commerce Commission decided this case in favor of the Railway Company. The Commissioners petitioned the Interstate Commerce Commission for a re-hearing, which was denied.

The status of this switching matter remained in the above condition until the assembling of the Legislature of 1917, when, at the instigation of the Commissioners, Chapter 7320 was passed, reading as follows:

"That no charge whatever shall be made by a railroad having the line haul for placing for loading, an empty car at any warehouse or other point on its line or any side track or spur connected therewith for switching the loaded car to or from the same either for delivery or for transportation for intrastate shipment; it being the purpose of this Act to require one placement of a car for loading or unloading upon a side track and its removal in the opposite direction without any charge in addition to the charge for transportation or line haul."

Shortly after this law was passed, the Florida East Coast Railway filed a bill for injunction to restrain the Commissioners from enforcing it. The matter was argued before Judge Love of the Second District, and is now before him for a decision.

GOVERNMENT OPERATION OF RAILROADS.

Shortly after the declaration of war against Germany by the Federal Government, it became apparent that con-

gestion in the transportation of the country was becoming acute, and that immediate action was necessary. There were divergent views as to what should be done. The President was confronted on the one hand by the plea of the carriers and representatives of certain interests that the anti-pooling laws should be rescinded, that the carriers should be allowed to increase rates in order to provide for intensive operation, and to issue bonds for the further financing of the properties. On the other hand, it was argued that the proper remedy was government operation and control during the period of the war. The Commissioners were among those who thought the last alternative the proper one, and acting upon this conviction, under date of December 7th, wired the President as follows:

"Florida Railroad Commissioners urge government operation of railroads for period of the war."

Acting under power conferred by Congress, President Wilson on Friday, December 28, 1917, placed the railroads of the country under government control, and appointed as Director General of Railroads Hon. W. G. McAdoo. This action was taken as a war measure and to relieve the congested condition of the country's traffic.

In his proclamation taking over the railroads, President Wilson said in effect that government operation did not mean that the activities of State Railroad Commissions within the borders of the various states would be interfered with, except in special cases as occasion might arise, and then only upon specific order from the Director General. Up to the date on which this is being written, (Feb. 19, 1918), the Director General has issued seven specific orders. Orders 1 and 2 were of general application. Orders 3 to 7 were as follows:

No. 3. Dealing with increased demurrage charges.

No. 4. Dealing with the Classification of Railroads.

No. 5. Creating a Railroad Wage Commission, and naming the members thereof.

No. 6. Dealing with operating revenues, and the issuance of passes.

No. 7. Dealing further with Demurrage charges.

In only one of these orders, viz: No. 6, is it specified in the order that its provisions are applicable to all carriers under Federal control, whether interstate or intrastate.

The taking over of the railroads by the government has, contrary to general impression, increased, rather than decreased, the activities of the Florida Railroad Commission. This is due, in the first place, to the unusual amount of congestion that has occurred since the first of 1918. This congestion has undoubtedly been caused in a large measure by the unusual movement of traffic due to preparations for carrying on the war. In the minds of some, however, part of this congestion has been caused by the failure of the carriers when under private control to provide the equipment and facilities to meet the emergency of a constantly increasing traffic, which it did not take the vision of a prophet to foresee was coming, whether this Nation entered the European war or not.

In the second place, the work of the Commission has been increased because of the extraordinary delays that have occurred, not only to State traffic, but to interstate traffic as well, particularly perishable shipments out of Florida.

It is the purpose of the Commissioners to heartily cooperate with the President and the Director General, and to do nothing which will hinder them in the prosecution of the war, the bringing of which to a successful conclusion is of vital importance to every man, woman and child in America. At the same time, it will also be the purpose of the Commissioners to see that no undue transportation burden is placed upon the people of this State where it is within their power to prevent it.

CAR SHORTAGE.

The so-called car shortage about which so much has been said and written, in our opinion, was not so much the lack of cars to start with, as the inefficient handling of the available cars of carriers, that brought about a congestion in many terminals, which tied up cars under load to such an extent that a car shortage was created. Two years or more ago carriers were giving cars to certain concerns for shipment to ports for export to foreign countries, when there were insufficient ships for the transportation of same, resulting in cars having to remain under load, and this policy continued until congestion resulted. In consequence, the country generally suffered through the inability of carriers to furnish cars for other transportation purposes. This condition grew worse about the time this country declared war upon Germany.

If the carriers in the very beginning had sought the approval of the Interstate Commerce Commission for authority to decline to furnish cars for loading export shipments until vessels were ready for cargo, our transportation troubles of today would have been very much less aggravating. In our opinion, this has had more to do with demoralization of our transportation system than all other causes put together.

It has been the custom of railroad men in the past to charge shippers and receivers with delay to equipment through failure to load and unload promptly. Shortly after the government took over the operation of railroads, these railroad men prevailed upon the Director General to put into effect materially increased demurrage charges to be assessed against shippers. From a study of the situation in this territory, we are forced to the conclusion that the delay to equipment by shippers is very slight compared to that which is given equipment by the carriers themselves through improper operation. There are instances on record in this office where cars have been de-

layed in the Jacksonville yards for as much as forty-five days awaiting placement for unloading, or being pulled from loading point for transportation after being loaded. Such delays not only accentuate the so-called shortage and congestion, but lay heavy penalty upon the owners of goods so delayed, in some instances resulting in deterioration and loss, and while the carrier comes back on the shipper for his delay in the shape of demurrage, the shipper has to stand operating conditions of this kind and pocket the loss without these demurrage charges being made reciprocal for delays occasioned by carriers, which in simple justice should apply.

In consequence of these conditions, it was necessary to place embargoes in certain territories, as a result of which Florida's perishable products have suffered severely.

APPLICATION OF SOUTHERN EXPRESS COMPANY TO ADVANCE INTERSTATE RATES.

Under date of November 10, 1917, the Southern Express Company filed an application before the Interstate Commerce Commission to be allowed to increase the rates on all classes of matter carried by express in interstate commerce 10%.

A copy of this petition was sent to the Florida Railroad Commission under date of November 21, 1917. The Interstate Commerce Commission set the matter down for hearing at Washington, D. C., on December 7, 1917. This allowed very little time in which to take any action, but this Commission immediately dispatched its statistician to the general offices of the Southern Express Company at Chattanooga, Tenn., to secure figures with which to combat the application of the Express Company for this blanket increase of 10%.

When the hearing was called in Washington on December 7th, the Florida Railroad Commission was represented by its counsel, Hon. D. C. McMullen, who filed the

protest of this Commission against the proposed increase in rates, using in his cross examination of Express Company witnesses the figures secured by our statistician in Chattanooga.

Up to the time of going to press with this report, the Interstate Commerce Commission had not made any decision in the matter. The petition referred to was also made on behalf of the Adams, American and Wells-Fargo Express companies, but as the Southern Express Company is the only one of the number serving this territory our efforts were directed against that company.

We do not believe this blanket increase should be allowed, and we have, within the limited time at our disposal, done everything possible to place all of the available information at our command before the Interstate Commerce Commission.

LIVE STOCK: DELAY IN TRANSIT AND PLACING.

Beginning in December and continuing until the period for which this report closes, a large number of complaints have reached the Commissioners with reference to delays in transportation and delivery of live stock at Jacksonville.

The Commissioners made a special trip to Jacksonville and held a conference with representatives of the railroad companies and representatives of the stock yards at Jacksonville and from time to time have had to handle the matter both by telegraph and by letter.

The conditions are not yet what they should be, but have been vastly improved. These conditions have been caused: First, on account of the extraordinary traffic to be handled and shortage and bad order of motive power; Second, delays have been numerous in the yards at Jacksonville, due to the congested condition of the yards; shortage, and in some instances, poor condition of motive power.

While, as stated, these conditions have greatly improved, and we believe will continue to improve, it will probably be several months before satisfactory service is restored.

STATION FACILITIES.

War conditions have made it very difficult for railroad companies to secure lumber and other necessary building materials used in the construction of station buildings, government orders, of course, taking precedence over commercial requirements. Construction of cantonments, ship building and other branches of government work has absorbed a large number of men employed in construction, and the railroad companies state that they are confronted with a very serious problem in securing labor for building purposes.

The Commissioners fully recognize these conditions, and are in accord with the idea that unnecessary expenditures upon railroad properties should not be made under existing circumstances, but consider that railroad property and equipment should be properly maintained, and that necessary facilities for the accommodation and handling of business should, whenever possible, be provided where an actual need for them exists. The Commissioners take the position that in view of the present unprecedented situation that the public should be willing to make the best of the existing facilities where it is possible to do so and in a number of special cases have denied petitions for new station buildings where it was found on investigation that the old stations were sufficient to take care of present needs.

HEARINGS AND INVESTIGATIONS.

In addition to the hearings, investigations and conferences at Tallahassee, the Commissioners have held meetings and made investigations at the following places:

PALM BEACH, FLA.: Informal hearing with Mr. J. P. Beckwith, vice-president Florida East Coast Railway Co., in the matter of station and agency service at Palm Beach. Also discussed the matter of better depot facilities at Wabasso and Hopkins.

JACKSONVILLE, FLA.: Hearing and investigation at the Board of Trade rooms, regarding the handling and movement of cars under load and empty by the various railroads doing business in Jacksonville, with a view of ascertaining the cause of delay to cars, and to help in the more prompt movement, thus assisting in the present car shortage.

GAINESVILLE, FLA.: Application of the Atlantic Coast Line Railroad Company to be permitted to discontinue certain trains.

MADISON, FLA.: Hearing on the reduction of train service by the Georgia & Florida Railway.

GAINESVILLE, FLA.: Hearing in the matter of change and discontinuance of trains by the Seaboard Air Line Railway on the Jacksonville-Waldo, Cedar Key-Waldo, Archer-Inverness and Sarasota-Venice schedules.

JENNINGS, FLA.: Investigation of G. S. & F. station facilities, with representatives of the railroad company and interested citizens.

LAKELAND, FLA.: Hearing on the application of the Peninsular Telephone Company to change its rates in the city of Lakeland.

OCALA, FLA.: Hearing in the matter of the application of the Ocklawaha Valley Railroad Company to discontinue operations.

WEST PALM BEACH, FLA.: Hearing with reference to the application of the West Palm Beach Telephone Company for authority to increase rates.

JACKSONVILLE, FLA.: Informal meeting with representatives of the railroad companies entering Jacksonville and various handlers of live stock at that point for the purpose of investigating the cause for delay in switching and delivering car loads of live stock for unloading.

STATION FACILITIES.

DISPOSED OF BY FORMAL ORDERS.

GIFFORD: *Change Location F. E. C. Station:*

Citizens of Gifford petitioned the Commissioners to order removal of depot from the south end to the north end of siding, a distance of one-half mile, stating that the new location would be more centrally located for the majority of shippers and that the old location was situated in an undesirable part of the town. The railroad company was agreeable to this proposition and offered to reconvey property deeded them for the old station site, but parties who had given these deeds refused to accept a reconveyance of the land. Considering that the best interest of all concerned would be served by the removal of the station, Order No. 562 was issued, directing the railroad company to relocate their station at this place.

PALM BEACH: *Station Facilities:*

On complaint of citizens of Palm Beach that existing facilities at that point were inadequate, a formal hearing was held there on April 5, 1917. After a full investigation it was found unnecessary at the time to construct a new depot, but certain improvements to the roadway and approaches should be built, and accordingly the Florida East Coast Railroad Company was ordered to make the needed improvements.

CALLAHAN: *Petition for Union Station:*

On investigation no necessity for joint facilities at Callahan were found to exist. However, it developed that toilet facilities in the Seaboard Air Line depot should be installed. In accordance with the directions of the Commissioners a "Sanisep Closet" was built.

OCALA: *Union Station A. C. L. and S. A. L.:*

Order No. 470 required the construction of a union passenger depot at Ocala, to be completed by May 1, 1917. However, on petition of the Seaboard Air Line and Atlantic Coast Line, setting forth the fact that it was necessary to acquire title to a large amount of valuable property, which would require some time, due to complications in title, and at the request of the city council of Ocala, the time for completion of the work was extended until September 1, 1917. Again, on August 31st, the Commissioners were petitioned to grant additional time, and November 1st was set as the date on which the facilities should be put into operation, and with a few minor exceptions the depot was put into service on this date.

MILTON: *Improvement to Station Facilities:*

Under Order No. 543, dated January 24, 1917, the Louisville & Nashville Railroad Company was required to make certain alterations and improvements to its station facilities at Milton. Owing to the difficulty of securing some of the necessary structural material, the railroad company requested that the time specified for the completion of these betterments be extended from March 20, 1917, to May 20, 1917. This application was considered reasonable, and was granted, and the improvements have now been completed, which afford satisfactory facilities for handling the freight and passenger business at that place.

MATTERS OF INFORMAL HANDLING.

A majority of the complaints filed with the Commissioners are disposed of without the necessity for formal action. These complaints cover a large variety of grievances against railroads and other utilities under the jurisdiction of this Commission, and we are enabled to render the public a valuable service in disposing of these complaints by informal correspondence and conferences, in this way obviating delays which would be incident to a formal hearing. There is no red tape about getting a complaint before the Commissioners. It is only necessary to state the cause of complaint in an ordinary business letter. In some instances a full statement of facts is not given, and delay is occasioned in getting the required information, such as the name of the company against whom a complaint is made.

The Commissioners send out between six and seven thousand letters per year in the handling of complaints and giving information as to rates, statistics and other matters coming under their jurisdiction, but do not rely upon complaints entirely, however, as they take the initiative when any matter comes under their observation that needs correction.

It would obviously be impossible to give in this report each case which is disposed of informally and only typical examples of this method of handling complaints are given below.

STATION FACILITIES.

VERDIE: Petition of citizens of Verdrie for a building for the protection of freight was referred to the proper division superintendent of the Seaboard Air Line with the request that an investigation be made, and it was found that the facilities requested were essential to take care of freight received and forwarded at this station.

Recommendations were submitted to the management of the Seaboard Air Line, and the necessary authority issued for the erection of a covered platform at Verdie.

MANNING: Application of Goethe Lumber Company for a depot or shed. Complainant stated that there was no building at this place for the protection of freight, which had to be unloaded in all kinds of weather and that the lumber traffic alone amounted to from 60 to 80 cars per month. The Commissioners held that the complainant was entitled to protection of freight from the elements, and after investigation the Atlantic Coast Line constructed a covered platform at this place.

IDLEWILD: *Petition for Station Building*: Petition related that no building for the protection of freight existed at Idlewild and that the interest of a majority of the citizens living adjacent to Clark and Idlewild would be served by placing the station half way between the two points, the petition being signed by all except two persons in the community. From evidence submitted it was found that a consolidation of the two stations would give patrons of both places better service and the Commissioners therefore approved the plan of erecting a platform at a point equi-distant between Idlewild and Clark.

JENNINGS: *Petition for Brick Depot*: Citizens of Jennings, through a local organization, submitted a petition to require the Georgia Southern & Florida Railway Company to build a brick depot to replace the present wooden structure at this place. The Commissioners visited Jennings for the purpose of making an investigation of conditions and confer with those interested. The Commissioners found that they would not be justified or upheld in requiring a building of the type desired to be erected, the railroad company agreeing to make certain necessary repairs to the old structure, and the petitioners temporarily assented to this arrangement.

WABASSO: *Petition for Enlarged Depot Facilities*: Petitioners alleged that the freight depot was not of suffi-

cient size to take care of the freight handled at this point; that Wabasso was a rapidly growing farming community, and that unless relief was afforded, freight congestion would continue to increase. It was also stated that the loading platform was too high for handling freight from drays and trucks.

On investigation at Wabasso it was found that the warehouse and platform should be doubled in size, two waiting rooms provided and the driveway along the side of the depot raised so as to facilitate loading and unloading from trucks and wagons.

At a subsequent hearing in Palm Beach, which was attended by officials of the Florida East Coast Railway and interested citizens of Wabasso, the railroad company agreed to build the required facilities. Plans were submitted for moving the old station south of its location, to be used as a freight and baggage room and the construction of a building forty feet in length north of this freight and baggage room, consisting of a white waiting room, colored waiting room, each 16x16 feet and an office 8x16 feet. The plans also provided for a rock driveway 20 feet wide on the east side of the building, with a space 30 feet wide at the south end, to permit the turning of teams, and other driveway improvements.

These plans were approved with the understanding that work would be finished by October 1st. Construction was completed and the facilities are now in use.

HOPKINS: Station Facilities:

At a hearing held at Palm Beach on April 5, 1917, the Florida East Coast Railway Company agreed to build a standard combination freight and passenger depot at Hopkins, to be located on the east side of the main line between the track and county road, it being stated that there was not sufficient clearance on the west side between the main line and siding. The president of the Union Cypress Company, among others interested, was

notified that this hearing would be held, but failed to appear. At a later date he entered vigorous protest against locating the station to the east of the main line, stating that it would impede transferring freight between the F. E. C. and Union Cypress Railroad, (a private log road.) The Commissioners took the position that the Florida East Coast, a recognized common carrier, subject to the rules of the Commission, was building these facilities for their use and therefore was entitled to determine their location, provided such location was convenient and accessible to its patrons.

At a later date, the Union Cypress Company and the Florida East Coast Railway effected an agreement whereby the facilities could be constructed on the west side of the main line by making certain changes, the latter company requesting permission to relocate the station. As this location was equally convenient to the public as the former one, the request was approved.

FACILITIES: SIDINGS AND INTERCHANGE TRACKS.

The Railroad Commissioners are empowered by law to require railroads to make connections with private side tracks along their respective lines upon reasonable terms and conditions, but cannot legally compel a railroad company to build at their own expense a private siding, the law contemplating that a party desiring a private side track would build their own spur up to the property of a carrier, when after a hearing, the Commissioners could order connections on reasonable terms.

However, in some instances, through the representations of the Commissioners, acting in a mediatorial capacity, it has been possible to bring about a better understanding between the complainants and carriers and settle controversies relating to this class of facilities in a manner satisfactory to both.

SIDE TRACK FOR CITY OF QUINCY ON S. A. L. RY.

As a result of the coal shortage the city of Quincy entered into a contract for the wood on about ten thousand acres of land near Midway for the purpose of supplying the municipal electric light plant and water works with fuel. The need for fuel to operate these city plants was imminent, and after endeavoring for practically three months to get the Seaboard Air Line to construct a siding for loading fuel wood the Board of Public Works appealed to the Commissioners for assistance, terms of the wood contract requiring early action.

The law gives no direct authority to enforce the construction of a private spur track, but in order to be of service as far as possible representations were made to the officials of the Seaboard Air Line to the effect that in view of efforts to conserve coal, which railroad representatives had frequently urged as a reason for the necessity for reduced operation, and as this track was to be constructed for a municipality, rather than for an individual, it was the opinion of the Commissioners that this siding should be built.

The Seaboard engineers took the position that the proposed location was not safe on account of the heavy grade, and in order to determine this point, Mr. F. P. Damon, inspecting engineer, was sent to examine the proposed site and reported that in his opinion a spur could be constructed with safety.

It was then suggested that differences in opinion as to the feasibility of constructing a switch at the desired location should be determined by a third engineer, and Capt. J. W. Bushnell was selected to do this work. He reported that while the locality was by no means desirable for locating a switch, being on a one per cent. grade and short tangent, it was his opinion that a switch could be maintained with perfect safety, by the use of anti-creeping devices, either blocks or some patented appliance,

and that if the track was maintained properly there was no reason why there should be any extra hazard in maintaining the spur at that point.

The railroad company, although still contending that the proposition was impracticable, finally agreed to put in the facilities, and after some delay a Wharton switch, which obviated the necessity of cutting the main line, was secured and installed and the facilities are now in use, although some considerable difficulty is being encountered in getting cars to transport fuel to the city plant.

SIDE TRACK: 143 M. P. RIVER JUNCTION BRANCH: S. A. L.

Mr. J. L. Briley stated that he had erected a saw mill at the location indicated above and had requested the Seaboard Air Line Railway to put in a side track to accommodate six cars, and that on assurance of the railroad company that the track would be installed, he had completed his mill and commenced sawing lumber. It was alleged that this track had not been built in accordance with assurances and the Commissioners were appealed to for assistance in adjusting differences.

The facts in the case were placed before the proper officers of the Seaboard Air Line with the result that construction was finally authorized and the track completed.

SPUR TRACK NEAR FORT WHITE ON A. C. L.

Mr. J. L. Niblack stated that he had applied to the Atlantic Coast Line for a side track near Fort White, to be used in loading cord wood, offering to furnish ties and labor, and as his application had been held up, he requested the Commissioners to assist him in getting the track put in. This request was referred to the general superintendent of the Second Division, A. C. L., who was asked to make an investigation. This investigation

revealed that construction would cost \$761, Mr. Niblack's share being \$229, and the railroad's proportion amounting to \$532. Figuring the quantity of wood to be cut, 2700 cords, as 270 cars of 10 cords each, at the rate of 50c per cord freight to High Springs, the unloading point, the gross revenue yield would be \$1350. The expenditure of one-third of the gross revenue preparatory to securing the assured traffic on this siding was not considered sufficient to justify this spur, especially in view of the high cost and difficulty of obtaining track equipment.

SIDING NEAR MADISON ON S. A. L.

On assurances that a switch would be put in for their saw mill, Messrs. Ansley and Turner, saw mill men, stated that they had accepted government orders for lumber to be shipped by December 5th. Grading was done and ties placed, when the railroad company advised this firm that it would be impossible for them to put in the track at that time.

On November 8th, a letter was received from Messrs. Ansley & Turner requesting us to assist them in having the work completed. The Seaboard Air Line was requested by wire to rush this track to completion. In reply to this telegram it was stated that as soon as the applicants made a deposit to cover proportion of costs and executed the usual side track agreement the Seaboard would proceed with construction. The saw mill men then stated that no demands had been made on them and that they had been always ready to comply with the conditions of the railroad company. Through the intercession of the Commissioners misunderstandings were cleared up, and on November 24th the siding was ready for operation.

EXTENSION OF SIDING AT JACOBS ON A. & ST. A. B. RY.

Shippers at Jacobs, Fla., complained that the siding at that point was insufficient to take care of traffic, the track

which formerly provided accommodation for seven or eight cars having been shortened by the railroad company so as to provide only sufficient space to load two cars at the same time.

Differences in the statements of the railroad company and shippers as to the amount of business done at Jacobs made it necessary for the Commissioners to make an investigation as to actual requirements. Their inspection was delayed from time to time on account of other important business superceding, but on October 26th an informal conference was called at Jacobs, and at this meeting Mr. W. T. Griswold, superintendent, representing the Atlanta & St. Andrews Bay Railway, agreed to repair and extend this side track.

INTERCHANGE TRACK.

The Commissioners have authority under Chapter 2893, General Statutes, (as amended in 1913) to compel all railroads and railroad companies crossing or meeting each other at any point, provided they be of the same gauge, to construct such switches, side tracks and connections as will enable them to transport cars to and from each other's lines.

The Atlantic Coast Line, south from Haines City, and the Seaboard Air Line, west from Plant City, to its terminus east of Lake Wales, cross at that town. Car load shipments originating on this branch of the S. A. L., destined to points on the A. C. L. north and south of Lake Wales, had to be transported to Plant City to be turned over to the latter road. In a like manner, shipments originating on the A. C. L. between Haines City and Sebring for points on the Plant City extension of the Seaboard, had to be hauled to Plant City for delivery to the latter line, imposing a higher freight rate and needless delays to the shipper and higher operating costs to the carriers.

Interested shippers requested the carriers to make physical connection at Lake Wales, but after more than a year had elapsed without the track having been built, citizens of Lake Wales and vicinity petitioned the Commissioners to compel the carriers to put in necessary facilities.

Communications were addressed to the superintendents of the respective lines requiring an immediate investigation, and they advised the matter of constructing a connecting track was under consideration. Nothing was done for some time, and the carriers were put on notice that unless connection was completed at an early date an order would be issued requiring construction. However, this course was not necessary, as the interchange track was finished and put into operation as required.

PHYSICAL CONNECTION:

ASTOR: A. C. L. & CLYDE LINE.

The Florida statute provides for physical connection between rail and water lines for the interchange of freight between the two. The Clyde Steamship Line operates steamers on the St. Johns river from Jacksonville to Sanford. Astor, Fla., is reached by a branch line of the Atlantic Coast Line Railroad Company, whose warehouse and dock is directly on the river, and for many years physical connection was made between the river line and the rail line and freights were exchanged. This connection was discontinued. Something over a year ago the Railroad Commissioners, after hearing with the Atlantic Coast Line and Clyde Steamship Line, ordered physical connection to be re-established between the two lines that freight might be interchanged. A number of points in this territory are served by the Atlantic Coast Line Railroad, such as Leesburg, Tavares, Eustis, Umatilla and other places. Under the present method freight

out of Jacksonville, whether car load or less than car load, has to be handled all rail to these points, and any other immediate territory in that section, which of course entails the use of railroad equipment, as well as delay in delivery of freight; whereas much of this freight can leave Jacksonville on the Clyde boats late in the evening and arrive at Astor early in the morning in time for transfer to the Atlantic Coast Line's branch road leading from Astor to all the points named, and deliveries would thus be made in from eighteen to twenty-four hours. This connection would be especially desirable at the present time for the reason that to the extent that the water route would be used it would relieve the railroad company in the matter of car space, as well as conserve fuel in some degree in the operation of trains, and would expedite the movement of freight.

The order of the Commissioners is being resisted in the Supreme Court, and as stated in counsel's report this case is now pending on a demurrer and motion to strike the defendant's return and motion for peremptory writ, oral argument being set for March 19th.

AGENCIES.

LAKE MONROE.

Application was made for an agency at Lake Monroe. The Atlantic Coast Line Railroad Company was requested to submit a statement of earnings at this station. The business being insufficient, and as a caretaker was employed at this point to look after freight, application was not approved.

SALERNO.

A petition, supported by statistics, was submitted to the Commissioners, requesting that the Florida East Coast Railway Company be required to establish better

station facilities and maintain an agent at Salerno, the petition stating that in consequence of the growth and progress of the town, the old building was wholly inadequate to take care of traffic and that if a new station was built at a point further south of the old location, it would better serve the interest of the general public.

After an examination of evidence submitted the Florida East Coast Railroad Company was advised that it was the opinion of the Commissioners that there was a necessity for better facilities at Salerno and that they should be provided for.

The railroad company took the position that while they were willing to construct facilities considered essential, that to do so at the present time would disrupt the business of the lessee of the site where a new station should be constructed. It was also stated that the government had prohibited mills from selling certain classes of lumber which was being reserved for government use, and that it was practically impossible to secure material and labor for construction work. Recognizing these conditions, the petitioners, through their representative, stated that they would be willing to temporarily concede the construction of a new building, provided that an agent be appointed.

The Commissioners, therefore, advised the Florida East Coast Railroad Company that they would be willing to hold the matter of constructing a new building temporarily in abeyance, provided an agent was appointed without further delay. The railroad company contended that facilities at this point were not sufficient to enable an agent to handle the business, and that the building could not be converted to carry out provisions for usual station requirements. Petitioners advised that the old building was provided with the required facilities. The railroad company then stated that by making other provisions for handling the express business which was occupying a

portion of the station, it could be arranged to use the station.

In the meantime a separate petition for a station and agent at Salerno was received, but as the arrangement outlined above had already been entered into, it was not deemed advisable to reopen the matter at the present time, and the question of building a new station at another location is held temporarily in abeyance.

FLAG STATIONS.

On petition of citizens of Auburndale to require Atlantic Coast Line trains Nos. 80 and 82 to stop on flag at that point, to afford better schedule accommodation between Auburndale, Lakeland, Plant City and Tampa, the Commissioners directed that No. 82 make this stop, but as No. 80 is operated as a limited it was not deemed advisable to require a through passenger train to make additional stops.

Complaint being considered reasonable, the Georgia, Southern & Florida Railway was required to restore Keens as a flag station.

Permission was granted the Seaboard Air Line to take out flag stops at Becker, Fla., on trains Nos. 3 and 4 for the relief of these heavy trains.

Re-location of Georgia Southern & Florida station at Kingsgrove was approved, it being shown that new agricultural developments in that section made this change both convenient and desirable.

The Georgia Southern & Florida Railway was granted permission to change the location of its station at Hoyt on account of greater convenience and better facilities at the new location.

The Atlantic Coast Line was authorized to move its station at Cynthia to a point three-quarters of a mile easterly, making this facility more convenient to a majority of citizens in that vicinity.

Application of the Gulf, Florida & Alabama Railway to close its agency at Cantonment was approved on the ground that earnings were insufficient to maintain an agency at this place.

SERVICE.

Mr. B. W. Green, Clara, Fla., stated that he was encountering great difficulty in getting teams over an Atlantic Coast Line crossing between Newberry and Perry, and that the local section foreman on this line failed to post a description of stock killed. Although these matters do not come under the jurisdiction of the Commissioners the complaint was referred to the general superintendent of the Atlantic Coast Line who advised that instructions had been given to keep this road crossing in good condition and properly post descriptions of live stock killed.

The Commissioners cooperated with citizens of Mayo and the Live Oak, Perry & Gulf Railroad in securing motor car service on the Mayo-Mayo Junction branch.

Information was filed against the Atlantic Coast Line with reference to blocking of the station building at Lakeland by freight trains, necessitating passengers walking a considerable distance over ground where rain pools had formed. On referring this complaint to the superintendent of the Coast Line, we were advised that instructions would be issued to prevent a recurrence of this complaint.

Mr. George R. Smith, Fruitland Park, called attention to delays in shipments of fruit from that point to Tampa. After we had handled this matter with the Atlantic Coast Line, Mr. Smith advised that our efforts had brought about better service and no further complaints had been received from customers.

United Produce Company, Jacksonville, telegraphed on December 19, 1917, that they were unable to get place-

ment of car of oranges on dray track for unloading. This complaint was handled by wire with the Atlantic Coast Line and the car was placed on the same day.

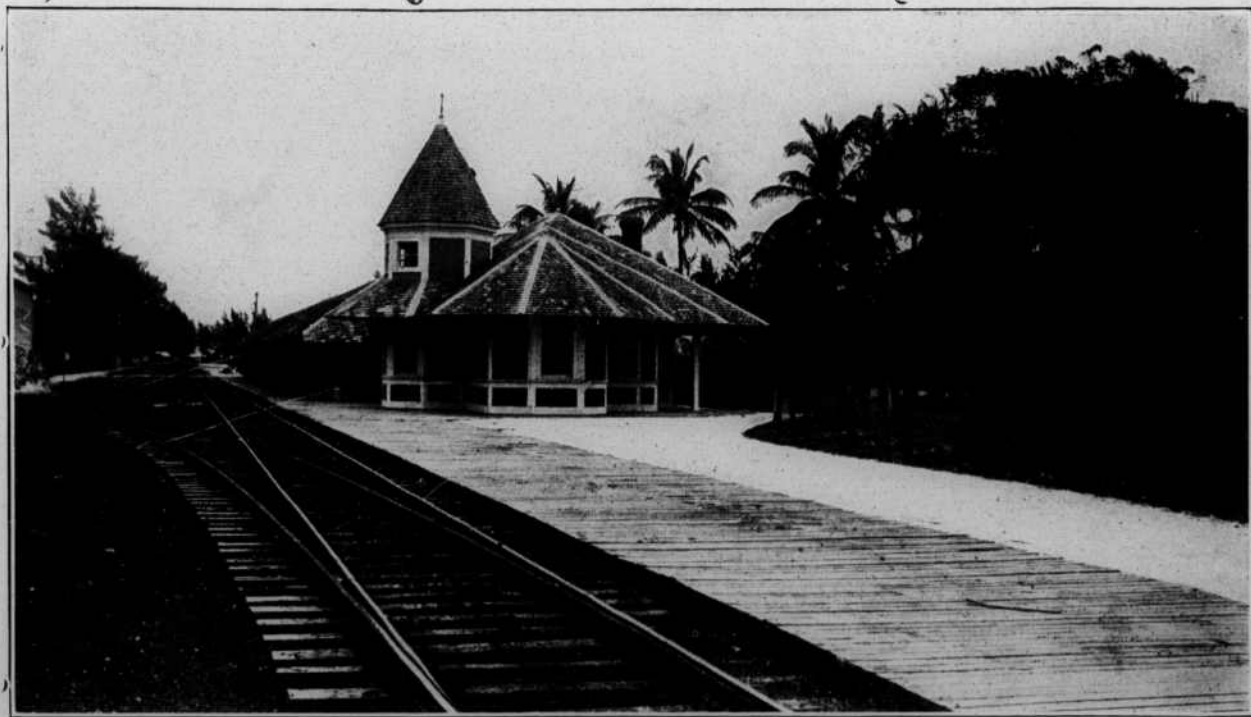
Complaint was made that shippers at Telogia were compelled to use borrowed scales on account of the Apalachicola Northern failing to replace those destroyed by fire during the previous year. Superintendent of this road advised that the delay was occasioned by an adjustment of insurance, which had just been effected, and the depot would be reconstructed and scales put in promptly.

Florida Hardware Company vs. Florida East Coast Railway Company: Objections to patrons on weekly or semi-monthly credit list being required to give surety bond, executed to cover such credits. The Commissioners advised that they could not require a carrier to extend credit to any patron and that if credit privileges were accepted it would appear that the conditions under which credit was extended would also have to be accepted and the Commissioners were without jurisdiction, provided all patrons were treated alike.

Complaint was made against the Georgia, Florida & Alabama Railway for failure to keep open their white waiting room at Havana and provide lights outside the depot. On referring this complaint to the railroad company we were advised the waiting room would be kept open in the future, and an arc light near the depot had been provided by city authorities which would furnish ample light.

Complaint of Baum & Van Roy Crate Company, Crystal River, as to cars placed for their use containing trash and dirt, was placed before the Atlantic Coast Line Railroad for attention, and instructions were issued by them requiring all cars to be cleaned before being placed for loading.

T. W. Bryan, Gainesville, Fla., requested an investigation as to insufficient accommodation for negroes in



Palm Beach Station—Florida East Coast Railway.



coaches operated by the A. C. L. between Palatka and Rochelle. Suitable accommodations were provided after the matter had been handled with the railroad company.

Albert J. Buckey & Company, Jacksonville, vs. Atlantic Coast Line: Failure to issue promptly notices of arrival of perishable freight. The Commissioners were advised that in future prompt notice of arrival of this class of freight would be furnished.

On January 30th the Seaboard Air Line was notified to have the depot at Madison thoroughly cleaned and the building painted, which will be done as soon as painters can be sent to that point by the railroad company.

Complaint was made of delay by Seaboard Air Line to shipment of merchandise from Jacksonville consigned to Mytlewood Lumber Company, Burns, Fla. Shipment was traced by wire and delivered promptly.

Complaint as to locomotives owned by the Kelly-Clark Lumber Company operating on Pelham & Havana Railroad at nights without headlights was referred to the general manager of the P. & H. for correction, who advised that the cause of this complaint would be removed.

Seaboard Air Line west-bound passenger trains on a number of occasions stopped at Tallahassee so as to leave the exit of Pullman cars under the drip of the water tank. The attention of the division superintendent was directed to this objectionable practice and he at once issued instructions that trains should pull up clear of the tank.

Seaboard Air Line was required to place in good condition seats in coaches operated on the Orlando branch of this line.

Georgia Southern & Florida Railway Company was directed to have its depot at Lake City thoroughly cleaned and placed in a sanitary and orderly condition.

Citizens of Tavares petitioned the Commissioners to require the local agent of the Atlantic Coast Line to meet

train No. 22. The general superintendent was requested to see that this service was rendered and he advised instructions had been issued for the agent to meet this train.

Bartow Board of Trade called attention to the fact that the union depot at Bartow was not properly lighted and heated. Directions were issued to the superintendent of the Atlantic Coast Line, in charge of this joint facility, to correct the cause of this complaint and instructions were given to furnish this station with light and heat.

Mr. E. P. Graham, Inverness, Fla., advised that the Atlantic Coast Line had refused to place cars on a spur track for loading several cars of wood and ties for the reason that this track had been temporarily abandoned. The railroad company was directed to place cars for this shipment and notify the public that in future this track would not be used for loading purposes.

Mr. G. J. Strozier, Winter Garden, Fla., telegraphed that the Atlantic Coast Line was demanding prepayment of freight on lettuce destined for northern points, which would work a great handicap on growers in that section and have the effect of putting some of them practically out of business.

Replying to a request for an explanation, the Atlantic Coast Line wired that the Pennsylvania Railroad was requiring prepayment on these shipments. The Director General of Railroads was then requested by telegram to have this demand rescinded, and in reply he stated the prepayment rule was in effect because of the New York market being glutted with lettuce of poor quality, but this condition was not expected to continue for many days.

On investigating the New York market it was found that best Florida lettuce was selling on February 20th at \$3.00 to \$3.50 per basket; fair quality at \$1.50 to \$2.00, with some poor stock not worth freight charges, it being

said that there is never a glut of good quality lettuce, and inferior stock for which there was no demand caused a loss of transportation charges. Mr. Strozier stated lettuce of poor quality had not been shipped from his section and it was unfair to penalize shippers of high quality vegetables because the market was overstocked with inferior goods. As these shipments were interstate and conditions resulting in an embargo were beyond their control, no further action could be taken by the Commissioners.

Request from Mr. A. A. Adkins, of Rerdell, Fla., for information with reference to the so-called stanchion law of this State. It appears that Mr. Adkins shipped some lumber from Rerdell to Portsmouth, Va., making the usual claim for stanchions, which was declined. Mr. Adkins was advised that the stanchion law to which he referred was a State statute, and could not be applied on shipments moving in interstate commerce.

Complaint of the E. Day Company, Oak Hill, Fla., alleging delay to carload shipments of oranges and grapefruit from West Shiloh, Fla., a flag station. Handled with Mr. Beckwith, of the F. E. C. Ry., who arranged to erect a billing box at West Shiloh; also to have shippers advise the superintendent at New Smyrna by telephone the number and initial of cars to be moved. Mr. Beckwith instructed superintendent at New Smyrna to have these cars picked up by passing trains, taking up the billing from the billing box. This appears to have been a satisfactory adjustment of the complaint.

Complaint of Franklin F. Davis, Jacksonville, that he had been unable to have a car placed at Vilas, Fla., a station on the Apalachicola Northern Ry., to be loaded with machinery for Jacksonville. Matter called to the attention of the superintendent of the A. N. R. R. on July 26th, and the car was placed on July 29th.

Apopka Board of Trade, Apopka, Fla.: Communication with reference to poor train service on the Orlando branch

branch of the S. A. L. Ry. Handled with Mr. W. L. Stanley, assistant to the president of the Seaboard Air Line, who advised that changes which had been made would result in the betterment of the service.

Complaint of Mr. L. E. Apgar, Kenwood, Fla., account of delay to shipments of flour and feed, Jacksonville to Interlachen. Handled with Superintendent Muchison, of the A. C. L., who advised that delay was caused by shortage of equipment.

CLAIMS.

The Commissioners have authority to enforce the collection of overcharge claims on shipments moving between points wholly within the State of Florida, that are not more than two years old, and under this authority the following claims were handled to a conclusion during the fiscal year ending February 28, 1918:

James Martin, overcharge on household goods from Jacksonville to Tallahassee, \$15.44. Proper refund made.

Wm. F. McMullen, overcharge on household goods from Largo to Gull Point, \$2.94. Proper refund made.

Georgia Florida Saw Mill Association, Jacksonville, Fla., overcharge on ten barrels of flour from Jacksonville to Irvine, Fla., \$2.50. Proper refund made.

Georgia Florida Saw Mill Association, Jacksonville, Fla., overcharge on birch hoops shipped from Jacksonville to Irvine, Fla., \$2.11. Proper refund secured.

K. K. Houg, Trenton, Fla., overcharge on shipment of household goods and live stock from Carbur to Trenton, \$9.00. Proper refund made.

Rev. H. Dutill, Umatilla, Fla., overcharge on household goods from Quincy to Umatilla, Fla., \$18.77. Overcharge refunded.

Ansley Lumber Company, Tampa, Fla., overcharge on lumber from Odessa to Fort Lauderdale, Fla., \$13.60. Proper refund made.

Will R. Smith, Lake Worth, Fla., overcharge on spring mattresses, Jacksonville to Lake Worth, Fla., 80c. Overcharge refunded.

J. M. Scherwin, San Antonio, Texas, overcharge in excess baggage, Jacksonville to Pensacola, Fla., 98c. Refund made.

Blountstown Manufacturing Company, Blountstown, Fla., overcharge on lumber from Blountstown to Daytona, Fla., \$5.14. Proper refund made.

J. L. Medlin, Jacksonville, Fla., overcharge on scratch feed from Gainesville to Jacksonville, \$1.54. Proper refund made.

J. E. Vann, Shady Grove, Fla., loss of two boxes oranges shipped from Homestead, Fla., \$5.30. This was a shipment by express and was for loss. The Commissioners have on authority in the collection of loss or damage claims, but undertook an investigation of this matter for the purpose of establishing delivery. This informal investigation resulted in the settlement of the claim.

G. B. Haven & Son, Lee, Fla., overcharge on shingles from Weston, Fla., to Lee, Fla., \$2.38. Proper refund secured.

W. L. Warren, Wauchula, Fla., overcharge on oranges from Wauchula to Marianna, Fla., \$41.00. Proper refund made. This was a shipment of 100 boxes of oranges delivered to the Atlantic Coast Line at Wauchula, without routing, destined to Marianna, Fla. Rule 6 of the General Rules provides that unrouted shipments must be rated via the available practical route over which the lowest charges for transportation apply. Such route in this case would have been, A. C. L. to Live Oak, S. A. L. to River Junction and L. & N. beyond. The A. C. L. handled the shipment via its interstate route through Georgia and delivered it to the L. & N. at River Junction, which route carried a higher rate than the route through Live Oak. The overcharge was collected on the basis of General Rule 6.

W. L. Warren, Wauchula, Fla., overcharge on oranges from Wauchula to Marianna, Fla., \$7.92. Proper refund made. This was a similar claim to the one referred to above.

Phelan & Phelan, Jacksonville, Fla., overcharge on shipment of naval stores from Lake Agnes to Jacksonville, \$22.34. Proper refund made.

Phelan & Phelan, Jacksonville, Fla., claims for overcharge against the T. & J. Railway. This item embraced numerous claims against the T. & J. Railway. They were referred to the Commissioners because of the inability of the claimants to secure any response to their letters or tracers addressed to the claim agent of the T. & J. Railway. Vigorous handling by the Commissioners resulted in the proper settlement of these claims.

Ashland P. Beckett, Tarpon Springs, Fla., overcharge on flour from Kansas City to Tarpon Springs, \$165.00. This was a claim for overcharge on an interstate shipment, over which the Commissioners have no jurisdiction. It was handled informally to adjust another feature, and the settlement of the overcharge resulted.

W. L. Warren, Wauchula, Fla., overcharge on oranges from Wauchula to Altha, Fla., \$9.72. Proper refund made.

J. W. Gibson, Sneads, Fla., overcharge on naval stores from Sneads to Jacksonville, Fla., \$47.94. Proper refund made. This overcharge was brought about by the fact that the L. & N. R. R. published through rates on naval stores from points on that line to Jacksonville that were higher than the River Junction combination. This matter was called to the attention of the L. & N. officials and their tariff was corrected with the River Junction combination as the maximum.

C. M. Rogers, Daytona, Fla., overcharge on shipment of gas engine, by express, from Melbourne to Port Orange, Fla., \$2.15. Proper adjustment made.

Florida Lime Company, Ocala, Fla., overcharge on ship-

ment of ground limestone from Zuber, Fla., to Lutz, Fla., \$1.87. Proper refund made.

F. G. Sampson, Boardman, Fla., overcharge on oranges from Micanopy to Boardman, Fla. Proper refund made.

J. C. Chestnut, Laurel Hill, Fla., overcharge on fruits and vegetables from Jacksonville, Fla. This item involves claims on various shipments, and has been properly adjusted.

Peninsular Fertilizer Company, Palatka, Fla., overcharge on acid phosphate from Inglis to Palatka, Fla., \$76.38. Paid September 1, 1917.

Champion Bridge Company, Bartow, Fla., overcharge on shipment of bridge material from Bartow to Suda, Fla., \$40.96. Proper settlement made.

A. I. Revell, Arran, Fla., overcharge on household goods from Medulla to Woodville, Fla., \$9.22. Paid December 18, 1917.

Chas. S. Brown, St. Louis, Mo., claim for refund of two tickets purchased at St. Petersburg for passage from Ocala to Palatka, Fla., via the Hart Line of steamers. The tickets were not honored because of the discontinuation of service by the Hart Line on the Ocklawaha river. Handled with the Hart Line, and proper refund made on November 30th.

EXPRESS SERVICE.

A petition of citizens of Espanola recited that the local express office had been closed, seriously inconveniencing shippers at that point. It was stated this office had been robbed and the company sought to recover losses from the agent, who denied responsibility and refused to make good the amount, and thereupon service was discontinued.

As this action was taken without the consent of the Commissioners notice was issued to the Southern Express Company that unless the agency was reopened penalty proceedings would be instituted. In consequence, a new

agent was appointed and this office re-established.

Crystal Fish & Oyster Co., Crystal River, Fla., requested that the Southern Express Company be required to accept fish shipments on Sunday. The complaint was placed before the express company with the result that this service was put into effect.

Ellenton Board of Trade entered protest against the Southern Express Company refusing to accept perishables on the north-bound train, stating this policy would impose large losses on shippers in the Ellenton section. We wired the express company to make an immediate investigation and as a result a division agent was sent to Ellenton on the following day and reported that failure to pick up perishables was due to a misunderstanding on the part of the conductor on that run. This misunderstanding was cleared up and service restored.

Alderman Brothers, Tarpon Springs, Fla., complaint with reference to service given to express shipments of fish from Tarpon Springs to Jacksonville. Handled with Southern Express Company who advised that the trouble was that shippers were forwarding their shipments on the wrong train to make the desired connection at Jacksonville. Superintendent Wolfe advised that he would send a representative to Tarpon Springs to confer with shippers at that point relative to this complaint. No further complaint has been filed with the Commissioners with reference to this matter.

Mr. G. F. Andrews, Lamont, Fla., delay and failure of express agent to furnish receipts for charges paid on express shipments. Handled with Superintendent Haile of the express company, who advised that agent at Aucilla had been instructed to furnish proper receipts in future.

On investigating a complaint of the Gulf Fish & Oyster Company, Tarpon Springs, Fla., that express shipments were not handled on A. C. L. No. 38, it was found that on account of schedule of trains out of Jacksonville to western points these shipments made the same connec-

tion as those handled on No. 40. Complaint was temporarily withdrawn until better connections could be made at Jacksonville.

B. A. Maltby, Johnstown, Fla., vs. Southern Express Company. Tub of butter thrown from express car by messenger and rendered unfit for use. This complaint was referred to the express company and satisfactorily adjusted.

PULLMAN CAR SERVICE.

Complaint was made of inattention and insolence on part of a porter serving the regular eastbound car out of Tallahassee, and refusal to furnish a seat.

The Pullman Company was directed to see that better service was rendered and to comply with the arrangement made to sell seats from Tallahassee eastbound on this car, provided there was sufficient unsold space.

Passengers on the early morning sleeper out of Tallahassee complained of being annoyed by mosquitoes. On placing this complaint before the Pullman Company, we were advised that steps would be taken to overcome this annoyance.

RECAPITULATION OF COMPLAINTS.

Complaint with Reference to:	Railroad Companies		Express Companies		Water Carriers		Telephone and Telegraph Companies		Sleeping Car Companies	
	Formal	Informal	Formal	Informal	Formal	Informal	Formal	Informal	Formal	Informal
Rates	7	287	...	1	1	1	4	24	...	...
Service	6	107	...	22	1	1	...	...	...	3
Facilities	4	141	...	2	...	...	...	...	...	...
Claims	...	181	...	12	...	...	...	...	...	...
Other Matters	7	16	...	2	...	...	...	...	...	...
Total	24	732	...	39	2	2	4	24	...	3

NOTE: Complaints against Telephone and Telegraph Companies, other than as to rates, not compiled.

Majority of complaints as to railroad facilities were on account of car shortage.

RECAPITULATION OF APPLICATIONS.

Application With Reference to:	Railroad Companies		Express Companies		Water Carriers	
	Formal	Informal	Formal	Informal	Formal	Informal
Change and Increase in Rates...	8	21	...	...	1	2
Red'ct'n of Operating Service...	3	23	...	2	...	...
Closing Agencies	...	11	...	...	...	...
Miscellaneous	4	12	...	...	...	...
Total	15	67	...	2	1	2

TELEPHONE DEPARTMENT

The following pertains to Telephone matters for the year ending February 28, 1918:

TESTS AND INSPECTIONS.

The telephone service was tested and the telephone plants inspected at a number of points during the year.

These tests and inspections show that the length of time it took the operators to answer on calls and recalls, measured by a stop watch, was on the average as good as could be expected under the existing conditions. In some cases it was necessary to require the telephone company to change the conditions so that the calls and recalls might be answered more quickly and in these cases the requests of the Commissioners were complied with by the companies and greatly improved service resulted therefrom.

The reports on inspections of plants show statistical data as to the amount, age, make and condition of the various elements that go to make up the plant devoted to public use on the different exchanges. From these reports and other statistical data collected by this department we find that the large majority of telephone companies in this State are rapidly realizing the great importance of permanency in repairs, maintenance and construction of their plants so that the requirements of the Commissioners as to service and condition of plants may be the easier complied with. In connection with this idea a number of companies have rebuilt their plants in part or in whole in accord with modern and improved methods of construction. This has had the effect of improving the service rendered the subscribers and public in each such

case and has also had the effect of making that improved service permanent and easy to maintain.

APPLICATIONS FOR CHANGES IN RATES.

Applications were made by the following telephone companies for permission to change their exchange rates in the following cities:

1. Alachua Telephone Company, Alachua, Fla. Exchange. File T-235.
2. Bradford County Telephone Company, Brooker, Fla. Exchange. File T-236.
3. Cocoanut Grove Public Utilities Company, Cocoanut Grove, Fla. Exchange. File T-284.
4. Marianna Telephone Company, Marianna, Fla. Exchange. File T-286.
5. Pasco Telephone Company, Dade City, Fla. Exchange. File T-253.

Southern Bell Telephone Company:

6. Chipley, Fla. Exchange. File T-277.
7. Gainesville, Fla. Exchange. File T-244.
8. Geneva, Fla. Exchange. File T-278.
9. Graceville, Fla. Exchange. File T-279.
10. Green Cove Springs, Fla. Exchange. File T-280.
11. Oviedo, Fla. Exchange. File T-281.
12. Palatka, Fla. Exchange. File T-282.
13. Sanford, Fla. Exchange. File T-283.

In handling the above applications the Commissioners advised the telephone companies that it would be necessary for a statement to be furnished covering certain information in line with that required in our Twentieth Annual Report, pages 70, 71 and 72, before an investigation could be started by us.

In accord with the above, the Cocoanut Grove Public Utilities Company and the Southern Bell Telephone & Telegraph Company have furnished us with information as the basis of their application, and these matters have

been set down for hearing during March of this year, pending which investigation is being made of the information furnished.

The application of the Southern Bell Telephone & Telegraph Company for changes in rates at its Gainesville, Fla., exchange was investigated and heard at Gainesville on September 18, 1917. The order of the Commissioners as the result of such investigation and hearing in this matter will be found elsewhere in this report.

The applications of the Lake County Telephone Company for changes in rates in Eustis, Groveland, Mt. Dora and Tavares, Fla., recorded in our last annual report, are now before the Commissioners with the information requested of the company last year. These cases are being investigated and will be set down for hearing within a very short time. File T-181.

The Peninsular Telephone Company's application for change in rates in its Lakeland, Fla., exchange, recorded in our last annual report, was again brought before the Commissioners during this year with the information requested of the company. This information was carefully checked and the matter heard at Lakeland on November 6, 1917. The Commissioner's order and findings in this case will be found elsewhere in this report. File T-191.

A most thorough inventory and appraisal of plant and investigation of books of the West Palm Beach Telephone Company was made in connection with its application to change the exchange rates in West Palm Beach and Palm Beach, Fla., recorded in our last annual report. This matter was then heard at West Palm Beach on November 22, 1917, and our order and findings in this case will be found elsewhere in this report. File T-168.

Except as noted above, all other applications from telephone companies for changes in rates are held by the Commissioners pending further information from the telephone companies.

MISCELLANEOUS EXCHANGE RATE MATTERS.

The following are some of the exchange rate matters handled informally during the year:

The Miami Telephone Company requested approval of certain rural rates to Buena Vista, Fla. This matter was investigated and the exchange area of Miami was extended to comprise the city area of Miami within which exchange service is furnished at uniform rates with no extra mileage charge. The telephone company applied for extra mileage charge of \$6.00 per quarter mile or fraction beyond the old exchange area limits. The Commissioners determined that the extra mileage charge should be \$5.00 per quarter mile or fraction measured from the new exchange area limits. File T-206.

Upon request from the Southern Bell Telephone and Telegraph Company, the Commissioners allowed a reduction of the exchange residence duplex flat rate in Fernandina, Fla., from \$2.00 per month to \$1.50 per month. File T-216.

The Miami Telephone Company sought a ruling from the Commissioners to the effect that the use made of a telephone should determine the rate to be paid. This request was denied. File T-223.

The Southern Bell Telephone & Telegraph Company asked permission to render service to the Red Cross and other war activities at reduced rates. Such reductions are not allowed by the telephone law, therefore the request was denied. File T-225.

The Kissimmee Telephone Company at its Kissimmee exchange and the St. Cloud Telephone Company, at its St. Cloud exchange, were found to be rendering business and residence service to certain persons at a combined rate lower than the sum of the two separate rates. These combination rates were prohibited by the Commissioners, and the telephone companies discontinued this practice. File T-237.

The Madison Telephone Company applied for "joint user" rates which were fixed by the Commissioners. File T-241.

The Miami Telephone Company applied to the Commissioners for apartment house rates within the city limits of Miami. After investigation reasonable rates were informally prescribed for this service in Miami. File T-242.

Upon application of the Highland Telephone Company reasonable farm line switching charges were fixed for that company. File T-243.

Upon application of the Brevard County Telephone Company the Commissioners informally fixed exchange rates for the Vero exchange of the company which was recently opened for business. File T-258.

Realizing the necessity of a uniform method of filing exchange rates we have promulgated a form for exchange rate schedules and are gradually having all exchange rates filed in accordance therewith. By this method all rates will be provided for and filed and unless a rate is shown on the schedule on file it is not a legal rate. No rate schedule once filed can be changed or added to without filing an entirely new schedule. These new schedules are required filed in triplicate and signed by an officer of the company; one copy is then signed by us and returned to the company as authorization for the rates shown. This method has proven very satisfactory so far and we hope to have all rates filed in accordance therewith within the next few months.

A thorough investigation was made of the extension and desk set rates charged by the Southern Bell Telephone & Telegraph Company with the result that reasonable rates were fixed for these services as follows: Extension telephone on business or residence, \$1.00 per month and desk equipment instead of wall equipment on original station or extension, 25c per month extra. The investi-

gation disclosed that the Southern Bell Telephone & Telegraph Company were making charges for these services which were considered by the Commissioners as discriminatory, and in view of that fact, we fixed the above rates as uniform rates to be charged by that company in all exchanges operated by it within the State of Florida for the reason that the rates for these services should be based on the cost of rendering that service which does not vary between business and residence stations, between original and extension stations nor between one exchange and another exchange. The effect of the changes was to reduce the rate charged on nearly every extension station of that company in Florida while a slight increase would be had on such original stations as are equipped with desk sets. The net result of the combined change will be a reduction in the charges made to telephone subscribers in this State and uniformity of those charges. File T-266.

Upon application of the Bonifay Telephone Company the Commissioners fixed farmer line switching rates to be charged by that company. File T-273.

The following miscellaneous exchange rate matter was handled formally during the year.

Upon application of the then owner of the Ponce de Leon Telephone Company the Commissioners investigated the practice of that company in giving free service to certain persons over its toll line between Ponce de Leon and Bonifay, Fla., who had some eight or ten years previously contributed ten dollars each to the construction of this line. After further and full consideration of the matter the Commissioners decided that the practice of giving service to these persons while charging other persons for the same service was in violation of the discrimination provision of the telephone law, and we issued an order requiring the dissolution of these agreements, which order will be found elsewhere in this report. File T-228.

MISCELLANEOUS TOLL RATE MATTERS.

The following miscellaneous toll rate matters were handled informally during the year:

Upon the request of the Southern Telephone & Construction Company, the rates charged between points on their Tallahassee-Carrabelle toll line were revised. File T-203.

The West Palm Beach Telephone Company requested a revision of their toll tariff to cover a reduction of the toll rate between West Palm Beach and Lake Worth from 15c to 10c. The request was granted. File T-205.

Upon the establishment of the Crestview exchange of the Murtice Telephone Company, the DeFuniak Springs Telephone Company requested permission to charge its subscribers between DeFuniak Springs and Laurel Hill a 5-cent toll rate on its rural lines when calling persons in Crestview. This request was granted. File T-218.

The St. Cloud Telephone Company and the Kissimmee Telephone Company requested permission to establish a 10-cent toll rate to be charged subscribers and non-subscribers alike for service between Kissimmee and St. Cloud. This service was previously given subscribers of both exchanges free of charge by the Kissimmee Telephone Company when both exchanges were owned by that company. The request was granted. File T-237.

Upon request of the Okeechobee Telephone Company, we fixed the toll rate to be charged by that company between Okeechobee and Ft. Pierce at 30c. The toll line connecting the two towns is owned by the Okeechobee Telephone Company. File T-252.

The Alachua Telephone Company requested the establishment of toll rates on its rural and farmer lines. This matter is being handled by correspondence with the telephone company. File T-274.

The Commissioners on their own motion investigated

the toll rates being charged by the following telephone companies:

Brevard County Telephone Company, File T-258.

Florida Telephone Company of Live Oak, File T-209.

Lake Butler Telephone Company, File T-249.

Miami Telephone Company, File T-207.

Pasco Telephone Company, File T-210.

It was found that these rates were not established on any basis, but were fixed at what the officers of the company thought they should be. In view of this condition, we requested the above companies to change their toll tariffs so that their rates would agree with the following mileage basis:

	Three Minutes or less	Each Additional Minute
10 miles and under.....	10c	3c
11 miles to 15 miles....	15c	5c
16 miles to 24 miles....	20c	5c
25 miles to 35 miles....	25c	5c
36 miles to 45 miles....	30c	10c
46 miles to 50 miles....	35c	10c
51 miles to 60 miles....	40c	10c
61 miles to 75 miles....	45c	15c
76 miles to 87 miles....	50c	15c
88 miles to 112 miles....	60c	20c
113 miles to 135 miles....	75c	25c
136 miles to 162 miles....	90c	30c
163 miles to 187 miles....	\$1.00	30c

The mileages to be used in connection with this table to be the shortest railroad mileage between points except in cases where the shortest pole line mileage is shorter than such railroad mileage when the shortest pole line mileage is to be used. When the rate thus determined is greater by 15c or more than what the rate between the points would be if the air line mileage were used, the rate quoted

should be based on the air line mileage. The effect of these changes was the raising of a few rates and the reduction of equally as many or more. The above named companies accepted this basis and quoted new toll tariffs showing rates in accordance therewith. This basis is used for the large majority of toll rates between points in this state and it is the desire of the commissioners to gradually get all rates changed to this or some other equally as good basis and when this is accomplished to make a thorough investigation and determine a just and reasonable basis for all toll rates. For this reason we have not approved these rates or any other rates or bases as just and reasonable, but we merely suggested them as a method to be used where no method was previously used so that when this matter comes on for final hearing we will have a limited number of definite methods to deal with.

In like manner to the above we are now corresponding with the Marianna Telephone Company with a view to instituting the above or equally as good method of determining its toll rates. File T-248.

We took up this matter of a basis for toll rates with the West Palm Beach Telephone Company, who desired to be heard in opposition to the above basis. Accordingly this matter came on for hearing on February 19, 1918, and the same is now pending for final decision before the Commissioners. File T-264.

MISCELLANEOUS EXCHANGE SERVICE MATTERS.

The following are some of the exchange service matters handled informally during the year:

Upon investigation our telephone engineer found the night service rendered by the Cottdale Telephone Company to its subscribers in Cottdale was inadequate and inefficient. This matter was taken up with the telephone company and improved service rendered. File T-221.

Upon the request of the Kissimmee Telephone Company and the St. Cloud Telephone Company the Commissioners fixed the exchange area of Kissimmee and St. Cloud as the city area of the respective cities. Kissimmee and St. Cloud were formerly considered by the Kissimmee Telephone Company, when owning both exchanges, as one exchange area, and by the above ruling these cities were made into two separate exchanges. At the time of the above change the Commissioners allowed the Kissimmee Telephone Company and the St. Cloud Telephone Company to promulgate rules to the effect that service must be paid for one month in advance and one month only except in cases of initial installations when service must be paid for three months in advance as a condition precedent to the establishment of the service. File T-237.

The contractor for the cantonment to be built for the Federal government at Dinner Island, Fla., which is within the exchange area of the Cocoanut Grove exchange of the Cocoanut Grove Public Utilities Company, applied to the Miami Telephone Company for unlimited flat rate toll service into the Miami exchange. This matter was taken up with the Commissioners by the Miami Telephone Company with request for information as to what it should do. We advised that as the location of the telephone would be within the exchange area of Cocoanut Grove exchange this contractor should be treated the same as all other persons within that area and served with exchange service by the Cocoanut Grove Public Utilities Company on its Cocoanut Grove exchange paying the established toll rate to Miami and other points the same as all other subscribers and persons and in every other manner be treated the same as subscribers to the Cocoanut Grove exchange, unless the contractor exhibited an order otherwise from a duly authorized officer of the Federal government. File T-262.

MISCELLANEOUS TOLL SERVICE MATTERS.

The following are some of the toll service matters handled informally during the year:

Verbal complaint was made to our telephone engineer when testing the service in Callahan, Fla., about the delay in getting long distance messages in and out of Callahan. Upon investigation it was found that the telephone company at Callahan was connected to an over-loaded toll circuit of the Southern Bell Telephone & Telegraph Company. This matter was then taken up with the Southern Bell Telephone & Telegraph Company with the result that considerable improvement was made in the service by changing of circuits. File T-255.

Upon application of the Southern Telephone & Construction Company service over their toll line between Tallahassee and Carrabelle was temporarily discontinued and in like manner that company was allowed to temporarily discontinue its toll station at Crawfordville, Fla. File T-261.

Test was made of the toll service between Monticello and Jacksonville by our telephone engineer and it was found that the same was non-commercial. This matter was taken up with the Southern Bell Telephone & Telegraph Company with the request that the same be improved and made commercial. We are now advised that steps are being taken to improve this service. File T-285.

The Southern Telephone & Construction Company applied for permission to discontinue its toll station at Braswell, Fla., for the reason that the toll line of the company had been re-routed along the hard road between Tallahassee and Monticello instead of by the railroad, and that the receipts from this station, as shown by a statement presented, were not sufficient to warrant maintaining the line via the railroad for this one station. After investigation the request was granted. File T.272.

COMPLAINTS HANDLED FORMALLY

A much larger number of complaints were received this year than during pervious years, due, we believe, for the most part, to the increasing number of persons over the State becoming more and more acquainted with the fact that there is a State regulatory body for telephone companies.

The large majority of the above complaints were handled informally; however, it became necessary to handle several in a formal manner. Some of those handled formally are outlined as follows:

Complaint was made that the telegraph service in and out of Bristol was very poor, uncertain and unsatisfactory. This matter was taken up with the telephone and telegraph companies involved, and after investigation it was decided to route the telegrams in and out of Bristol through Hosford, Bristol to Hosford by telephone toll line of the Bristol Telephone Company, and out of Hosford on the telegraph lines of the L. & N. Railroad Company. File T-215.

Complaint was received from Mr. W. H. Beauchamp, Alliance, Fla., that the toll service between the Barfield Telephone Company and the Marianna Telephone exchange, previously ordered re-established by the Commissioners, had been discontinued. This matter was set for hearing when it was found that the Marianna Telephone Exchange had again disconnected the line without the consent or approval of the Commissioners. Orders were issued in the matter fining the Marianna Telephone Exchange for violation of the telephone law and requiring the lines re-connected and services re-established. Copies of these orders will be found elsewhere in this report. File T-234.

Mr. E. R. L. Moore, of Carrabelle, Fla., complained that the G. & J. Telephone Company had notified him that they were going to discontinue their toll line to East

Point, Fla. This matter was investigated, a hearing held and an order issued requiring the telephone company to continue to render service to East Point, Fla., reconstructing its line where necessary and readjusting its rates for services at, to and from such point. Copy of this order will be found elsewhere in this report. File T-238.

Mr. W. A. Zackery, of Jasper, Fla., complained that the Florida Telephone Company had refused him service previously rendered on a rural line because he had refused to pay discriminatory rates for that service. This matter was investigated, and a hearing held when a statement was made that the matter had been settled between the complainant and the telephone company prior thereto. See copy of order elsewhere in this report. File T-240.

COMPLAINTS HANDLED INFORMALLY.

Complaint was received from Mr. J. T. Phillips, Greenville, Fla., against the Gulf Telephone Company, of Perry, Fla., in regard to the charge for a toll call which he considered excessive. The matter was investigated when it was found that an overcharge had been made by the company on the particular call. The company refunded the overcharge to the satisfaction of the complainant. File T-201.

Complaint was made against the Peninsular Telephone Company for refusal to render exchange service on application. Investigation was made disclosing that complainant owed the company for past service rendered at another exchange in another town which the company had allowed to run up for several months. The Commissioners ruled that the company could not refuse applicant service at another exchange to which he was not indebted. If telephone companies would observe the rule approved by the Commissioners allowing them to collect one month in

advance for service, such cases as here shown would not arise. File T-204.

Complaint was received from Mr. L. C. Shepard, Clearwater, Fla., stating that he had rented his house for three months and that the Peninsular Telephone Company had refused the renter service over the telephone in the house unless a short term contract for service was signed carrying a much higher rate than that paid by Mr. Shepard. No change in directory listing or records of the company had been requested, but Mr. Shepard sought to continue to pay for service in his name, but the company had insisted on the renter signing a short term contract. The Commissioners ruled that where a house is rented temporarily, furnished complete, and where the party owning the same does not ask for a telephone in another locality during the time his house is rented, but continues to pay his regular charges on the telephone, the same should be accepted by the telephone company and the temporary resident in the house should not be considered a subscriber. File T-208.

Mr. C. J. Bryan, St. Andrews, Fla., complained that the Southern Bell Telephone and Telegraph Company had refused to extend its lines to render him service at a point within the exchange area of St. Andrews. This matter was investigated and the company required to render the service. File T-214.

Upon complaint received verbally by our telephone engineer when inspecting the Panama City exchange, the night service at that exchange was tested and found to be not entirely reliable nor efficient. The matter was taken up with the company and we are advised that changes were made for better night service. File T-217.

Complaint was received from Mr. R. E. L. McCaskill, DeFuniak Springs, Fla., stating that he had applied for desk sets to be installed in place of the two wall sets now in use by him, but that the DeFuniak Springs Telephone Company had refused to install same. The matter

was taken up with the company which replied that it had no desk sets in stock, but would place on order for same at once and install them as soon as received. We requested the company to keep a supply on hand in the future. This matter was settled satisfactorily to all concerned. File T-226.

The Lecanto Telephone Company complained of the switching charges of the East Florida Telephone Company. Upon investigation it was found that the Lecanto Telephone Company were charged the same switching rates as practically all other companies with whom the East Florida Telephone Company connected, and in view of this fact we advised the complainant that we could not consistently compel an exception to be made of it, but at the same time we did not care to approve or disapprove the basis of charges used as to whether they were just and reasonable. File T-227.

Messrs. Williamson & Dennis, Jacksonville, Fla., complained of the toll service received at Kissimmee and points in South Florida from Jacksonville. This matter was handled promptly with the Southern Bell Telephone & Telegraph Company for improvement. File T-230.

The Dundee Naval Stores Company, of Greenville, Fla., complained that the Gulf Telephone Company was making additional charges for toll calls of more than three minutes duration and asked if this was approved by the Commissioners. We advised the complainant that this was the practice of nearly all telephone companies and the same had the approval of the Commissioners. File T-233.

Messrs. D. Kugelman & Co., Pensacola, Fla., complained that the Southern Bell Telephone & Telegraph Co. had accepted his contract for an additional telephone which was urgently needed, but had later advised that the same could not be installed at that time. Upon investigation it was found that the effects of a recent

storm were taxing the facilities and working force of the company in Pensacola. Upon request from the Commissioners, however, the company installed the telephone to the satisfaction of the complaint. File T-246.

Mr J. C. Patterson, Malone, Fla., complained that the toll service rendered between Malone and Marianna was unsatisfactory and inefficient. The line was inspected and repairs made, resulting in greatly improved service. File T-247.

Mr. E. E. Bradley, Madison, Fla., complained that the Madison Telephone Co. charged his father-in-law, who lives with him as a member of his family, to talk to the West Yellow Pine Company on a farmer line, out of Madison and at the same time did not charge the complainant for talking to the same place. We advised the complainant that under the circumstances as stated the Telephone Company did not have the right to make the extra charge.

Complaint was received from Mr. J. A. Von Dohlen, President Jacksonville Traffic Club, stating that the Southern Bell Telephone & Telegraph Co. had failed to re-establish service on his residence telephone after repeated requests to do so. This matter was taken up with the telephone company by wire and service re-established File-251.

Complaint was received from a party at Monticello, Fla., stating that the Monticello Telephone Co. had charged him for moving a telephone from one business house to another within the exchange area. Investigation disclosed that complainant had used the telephone in the old location for less than one year and that the telephone company had promulgated a rule and rate covering the service requested by complainant. Complainant was advised that the charge was legitimate and that the telephone company would be discriminating if the rule was not enforced on all persons alike. File T-254.

Mr. R. D. Womack, Jr., Jacksonville, Fla., complained that the Southern Bell Telephone & Telegraph Co. were discriminating in the rates for service charged him as compared to other subscribers in the same rural zone. The matter was investigated and the complainant refunded for the overcharge by the telephone company. File T-259.

Complaint was received from Mr. Henry Webster, Grand Ridge, Fla., stating that he had applied to the Marianna Telephone Co. for a telephone, but had been refused service unless he subscribed through Mr. B. L. Porter, Grand Ridge, Fla., who held the franchise for service in Grand Ridge and entirely controlled the connection of subscribers in that town on the lines of the Marianna Telephone Co. and that upon application to Mr. Porter he was advised he would have to pay \$3.00 per month for the connection while other persons outside of the town were getting the same service for \$2.00 per month. Upon investigation we found that Mr. Porter and the telephone company had entered into a contract whereby the above conditions were provided. We advised Mr. Porter that he would either have to institute an exchange at Grand Ridge and render service to all who desired it at rates to be fixed by the Commissioners or get out of the way and let the Marianna Telephone Co. render the service at their usual rates to all persons applying therefor, that by the present method he was standing in the way of telephone development in Grand Ridge. File T-268.

Upon investigation of the rates, rules and practices of the Lake Butler Telephone Company we found a number of apparent discriminations. Accordingly we directed the company to formulate new rules eliminating discriminations and adopt further rules in line with those used by a large number of telephone companies in this State, making the same uniformly applicable all over its

territory. This was done by the company in connection with the changes in toll rates referred to elsewhere in this Report. File T-270.

The Taylor County Lumber Company, Springdale, Fla., complained that the Gulf Telephone Co. charged the telegraph company at Perry, for each telegram sent to Springdale from Perry, a toll charge of 10 cents each. It was found that the Lumber Company owned the line from the City Limits of Perry to Springdale. We took the matter up with the telephone company who agreed not to make further charges for this service. File T-271.

Mr. D. W. Sumner, Bonita Springs, Fla., complained that the Lee County Telephone Co. had discontinued the toll station at Bonita Springs, Fla., and that the service was much needed. Upon investigation it was found that the station and line was owned by the Naples Development Company who were not in the telephone business and was not owned by the Lee County Telephone Co. File T-275.

Complaint was made that the telegraph operator at Lake Worth had refused a telegram at a time of day at which he had previously sent telegrams. Investigation disclosed that the time stated was later than the office hours of that office which were limited by Federal law and that if telegrams had been received at that time previously the operator had done so when it was convenient for him to accommodate the complainant. The telegraph office is a joint office having a joint agent with the railroad company. Investigation further disclosed that the receipts from the office would not justify the Commissioners in requiring the establishment of an independent telegraph office at Lake Worth. File T-276.

Complaint was received from Monticello, Fla., in regard to the poor service rendered by the Monticello Telephone Company. Investigation and inspection was made by our telephone engineer, who recommended that we

require the reconstruction of the outside plant of the company within the city limits of Monticello as well as certain other changes in the operating and maintenance methods of the company. These recommendations were sent to the Monticello Telephone Company with the request that they be complied with and we are now advised that steps are being taken to carry out the changes at the earliest possible date. File T-285.

MISCELLANEOUS MATTER HANDLED INFORMALLY.

Mr. J. P. Stokes, Pensacola, Fla., petitioned the Commissioners to compel the Southern Bell Telephone & Telegraph Company to allow his client, the Realty Corporation of that city, to attach privately owned extension telephones to the equipment furnished by the telephone company who had refused to allow these connections to be made. Investigation disclosed that in such cases the telephone company would be held responsible for the service rendered over this private equipment and still would be unable to compel the maintenance of it, nor maintain it itself, in such condition as to render good service at all times. After a through investigation we ruled that the telephone company should not be required to connect its facilities to privately owned and operated facilities within the exchange area of any of the exchanges in Florida. File T-202.

A request was received from parties in Calhoun County asking for the Commission's requirements as to the height of wires over public roads and railroads. We advised them that we had made no rule in regard to this matter, but that the Federal Bureau of Standards had promulgated rules covering this which rules we quoted in our letter. File T-211.

The DeFuniak Springs Telephone Company requested a ruling as to whether a visitor in the home of a sub-

scriber should be allowed to use the subscriber's telephone as well as all other telephones of other subscribers without paying for such service. We ruled that the visitor should be allowed to use his host's telephone with the same rights and privileges as a member of the host's family, but that should the visitor use any other telephone he should be required to pay for the service the same as any other non-subscriber. File T-212.

The Clermont Telephone Company advised the Commissioners that the Winter Garden Telephone Company were refusing to switch toll calls from the Clermont Company's line to the lines of the Southern Bell Telephone & Telegraph Company when the lines of the two companies terminated in the same switchboard of the Winter Garden Company. Upon investigation it was found that the Winter Garden Telephone Co. is a mutual Company and as such is not subject to the regulation of the Commissioners. The Clermont Telephone Company was accordingly advised that we could not compel the switching of the calls as requested. File T-213.

Upon inspection it was found that the telephone and electric light wires were in dangerous proximity on the same poles in Fernandina, Fla. This matter was taken up with the Southern Bell Telephone & Telegraph Company and the same corrected and made safe. File T-256.

An inquiry was received from the Highland Telephone Company, of Haines City, Fla., asking for information relative to the laws of the State governing the protection of telephone wires and plant. After investigation we advised the telephone company that Section 3436 of the General Statutes of the State covers telegraph wires and plant but does not cover telephone wires and plant, and that as this is the only section relating to the subject the same would have to be changed by legislative act before telephone wires could thus be protected. File T-224.

The Highland Telephone Company applied for permission to change its rules regarding collections to add 10c

to the bills when the same were not paid by the 10th day of the current month in advance. We advised the company that we did not approve of making any addition to the accounts but that we would approve a rule requiring payment by the 10th day of the current month in advance with suspension of service on the 11th day of that month when the same was not paid. File T-232.

The Callahan Telephone Company advised the Commissioners that their franchise required that the city of Callahan be allowed to install electric light wires on the telephone poles in connection with the telephone wires when the city so desired and that notice had been served to the effect that the city would soon start the construction of an electric light plant and would require compliance with that feature of the franchise. The telephone company asked for the protection of the Commissioners in the matter as the service rendered its subscribers would be impaired if the electric light wires were placed on the telephone poles. The city authorities inquired of the Commissioners as to whether a State law prohibited the placing of the electric light wires on the telephone poles. To these inquiries we replied that there was no specific provision of the telephone law prohibiting such practice, but that under the provision requiring the telephone plants to be kept in a safe and good condition and repair, and efficient service rendered, the Commissioners were requiring the electric light and telephone wires in other plants to be placed on separate poles at a reasonable distance apart. We then put the city of Callahan and the Callahan Telephone Company on notice that if the electric light wires and telephone wires were placed on the same poles in Callahan we would take such steps as would be necessary to effect a separation. File T-260.

The Orange City Telephone Company submitted new rules for approval which provided that on all future installations an installation fee of \$4.50 per instrument should be charged and also providing that six months ren-

tal should be collected in advance. After full consideration of the matter we declined to approve the rules submitted. File T-287.

REPORT OF HON. DON C. McMULLEN, COUNSEL

Tallahassee, Fla., Dec. 31, 1917.

Hon. R. Hudson Burr,

Hon. Newton A. Blitch,

Hon. Royal C. Dunn,

Railroad Commissioners.

Sirs:

I submit the following as my report covering the period from the date of my last report to December 31, 1917.

I. PRESENT STATUS OF CASES PENDING AT THE DATE OF MY LAST REPORT.

Mandamus Cases.

1. State *ex rel*, Railroad Commissioners vs. East & West Coast Railway Company.

This suit was instituted to require the railway company to construct a depot at St. Clair in Manatee county. The court issued peremptory writ in this case.

Penalty Cases.

1. State vs. Live Oak, Perry & Gulf Railroad Company.
Decision of county judge in favor of State affirmed by Circuit Court. Amount of penalty with interest and costs paid.
2. State vs. Atlantic Coast Line Railroad Company, Seaboard Air Line Railway and Tampa Northern Railroad Company.

Judgment of Circuit Court reversed on ground that Railroad Commissioners had no authority to impose penalty for violating an order.



Louisville & Nashville Railroad—Pensacola Division.



Louisville & Nashville Railroad—Pensacola Division.

3. State vs. Seaboard Air Line Railway Company, Orange county.

Suit settled by Mr. Massey on behalf of Commissioners.

4. State vs. Florida East Coast Railway Company, Orange county.

Suit for penalty imposed for violation of Section 2907 of the General Statutes. Being conducted by Mr. Massey.

5. State vs. Atlantic Coast Line Railroad Company, Columbia county.

For violation of Section 2907 of the General Statutes. Awaiting result of cases being conducted by Mr. Massey.

6. State vs. Georgia Southern & Florida Railway Company, Columbia county.

For violation of Section 2907 of the General Statutes. Awaiting result of cases being conducted by Mr. Massey.

7. State vs. Marianna Telephone Exchange.

Default entered and final judgment asked for.

8. State vs. Florida East Coast Railway Company.

Suit instituted in Circuit Court of Dade County. Demurrer to declaration overruled and defendant given till December 15th, to plead. Not advised if plea filed.

9. State vs. East & West Coast Railroad Company.

Suit dismissed on authority of ruling in No. 2, above mentioned.

10. State vs. Home Telephone Company.

Receiver appointed since institution of suit and petition of intervention filed on behalf of the State.

Injunction Suits.

1. Florida Telephone Company vs. R. Hudson Burr et al., as Railroad Commissioners.

No progress has been made in this suit because of negotiation for settlement. Suit should be pressed.

2. State vs. Peninsular Telephone Company and City of Tampa.

Decision of lower court affirmed by Supreme Court.

Statutory Suits.

1. Railroad Commissioners, for use of Plant City Composite Brick Company vs. Atlantic Coast Line Railroad Company.

Suit should be dismissed.

Interstate Commerce Commission Cases.

1. R. Hudson Burr et al, vs. Southern Express Company.

As forecasted in my last report, the Interstate Commerce Commission decided this matter on the decision of the Supreme Court of the United States in the Tank Car case and dismissed petition.

II.

STATUS OF CASES INSTITUTED SINCE LAST REPORT.

Mandamus Cases.

1. State vs. Live Oak, Perry & Gulf Railroad Company.

This suit was instituted to require the Railroad Company to observe Order No. 431, Class P rates, and was decided in favor of the Commissioners.

State vs. Atlantic Coast Line Railroad Company and Clyde Steamship Line.

This case was instituted to require physical connection at Astor and is now pending on answer to the Alternative Writ.

Penalty Cases.

1. State vs. Tampa & Gulf Coast Railroad Company.

This case is pending in the County Court of Pinellas County on motion to strike defendant's pleas.

2. State vs. Seaboard Air Line Railway Company.

This case is pending in the Circuit Court of Hillsboro county. Demurrer was recently overruled to the declaration and pleas ordered filed.

3. State vs. Marianna Telephone Exchange.

This suit has just been instituted in the Circuit Court for Jackson county.

4. State vs. Jonah Barfield, doing business as Barfield Telephone Company.

This suit has just been instituted in the County Court for Calhoun county.

5. State vs. B. L. Brown, doing business as Hastings Telephone Company.

This suit has just been instituted in the Circuit Court for St. Johns county.

Injunction Suits.

1. Florida East Coast Railway Company vs. R. Hudson Burr, *et al*, as Railroad Commissioners.

This suit was instituted in the Circuit Court of Leon county to enjoin the enforcement of Chapter 7320 of the Acts of 1917, prohibiting a railroad company having the line haul from making a charge for switching. Demurrer was filed to the bill and argued, and was taken under advisement by the court.

2. State vs. Ocklawaha Valley Railroad Company.

This suit was instituted in the Circuit Court of Putnam county for a mandatory injunction under the provisions of Section 2921 of the General Statutes, as amended in 1907. Injunction was issued. Ancillary bill has been filed for a receiver in Circuit Court of Marion county. Matter pending on application for receiver.

Statutory Suits.

1. State vs. Florida East Coast Railway Company.

This suit was filed under authority of Section 2921 of the General Statutes, as amended in 1907, for an accounting to shippers and consignees paying freight to the railway company, pending the litigation for the violation of Rule 19, and prior to the time that the railway company put such rule into effect. It has been decided by Judge Simmons in favor of the State and decree for accounting entered. The case will doubtless be appealed to the Supreme Court.

2. State vs. Florida East Coast Railway Company.

This suit was filed under authority of Section 2921 of the General Statutes, as amended in 1907, for an accounting to shippers and consignees paying freight to the railway company, pending the litigation for violation of Order No. 431, Class P. rates, and prior to the time that the railway company put such order into effect. It has been decided by Judge Simmons in favor of the State and decree for accounting entered. The case will doubtless be appealed to the Supreme Court.

As this is my last report to the Commissioners as their counsel, I wish to express to them my thanks for the courtesy they have shown me during three years of most pleasant association, and my appreciation as a citizen of their earnest efforts to protect the interests of the public, and at the same time be just toward the carriers.

Respectfully submitted,

D. C. McMULLEN,
Counsel.

REPORT OF HON. DOZIER A. DeVANE, COUNSEL

Tallahassee, Fla., March 1, 1918.

Hon. R. Hudson Burr,

Hon. Newton A. Bitch,

Hon. Royal C. Dunn,

Railroad Commissioners.

Sirs:

I submit the following as my report since the 1st day of January, 1918, the date I assumed my duties as your special counsel.

Penalty Cases.

1. State vs. Florida East Coast Railway Company, Orange county.

Suit for penalty imposed for violation of Section 2907 of the General Statutes. This suit is being conducted by Mr. Massey. Negotiations are now pending for a settlement.

2. State vs. Atlantic Coast Line Railroad Company, Columbia county.

Penalty imposed for violation of Section 2907. This suit is in process of settlement together with the suit against the Florida East Coast Railway Company.

3. State vs. Georgia Southern & Florida Railway Company.

Penalty imposed for violation of Section 2907 of the General Statutes of Florida. This suit is in process of settlement, together with the suit against the Florida East Coast Railway Company.

4. State vs. Marianna Telephone Exchange.

Final judgment was obtained in this case in February for penalty and costs.

5. State vs. Florida East Coast Railway Company.

Pending demurrer to defendant's plea.

6. State vs. Home Telephone Company.

On advice of counsel for the receiver appointed since the institution of this suit, the receiver is resisting any further prosecution. I have notified attorney for receiver that we shall make application for authority to proceed with suit.

7. State vs. Tampa & Gulf Coast Railroad Company.

The court has granted motion to strike defendant's pleas and motion for final judgment and has given plaintiff final judgment in the case. The papers have been forwarded for the judge's signature.

8. State vs. Seaboard Air Line Railway Company.

This case is now at issue. Attorney for defendant has advised settlement and case is now awaiting authority from chief counsel of the Seaboard Air Line Railway to be settled.

9. State vs. Marianna Telephone Exchange.

Pleas were due in this case in February and default was asked for. Have not learned if default was entered.

10. State vs. Jonah Barfield, doing business as Barfield Telephone Company.

Demurrer has been filed to declaration in this suit and request has been made for a date to hear arguments on demurrer.

11. State vs. B. L. Brown, doing business as Hastings Telephone Company.

Some pleading was filed to declaration in this case in February. The clerk refuses to send me the pleading and to date counsel for defendant has not done so. I should receive copy of pleading however, within the next few days.

Injunction Suits.

1. Florida Telephone Company vs. R. Hudson Burr, et al., as Railroad Commissioners.

On account of the illness of Judge Horne since the first of this year, we have not been able to proceed with

this case. Judge Horne has been requested to set the same down for hearing as soon as he is able to hear argument.

2. Florida East Coast Railway Company vs. R. Hudson Burr, *et al.*, as Railroad Commissioners.

Judge Wills has promised us a decision in this case within the next few weeks.

3. State vs. Ocklawaha Valley Railroad Company.

This suit was originally instituted in the Circuit Court of Putnam county for a mandatory injunction under the provisions of Section 2921 of the General Statutes, as amended in 1907. Injunction was issued requiring the continued operation of the road and enjoining the dismantling of the road. The part of the injunction requiring the continued operation was disobeyed and the defendant claimed inability to continue operation. An ancillary bill was filed in the Circuit Court of Marion county for a receiver. Receiver has been appointed and Mr. H. S. Cummings is now acting as receiver for the railroad and the railroad is again in operation. The receiver is authorized by the order appointing him, to operate the road for one year, which is considered sufficient time to thoroughly test the possibility of this road being operated successfully.

Statutory Suits.

1. Florida Railroad Commissioners for use of Plant City Composite Brick Company vs. Atlantic Coast Line Railroad Company.

This suit has been dismissed as directed and advised by former counsel.

2. State vs. Florida East Coast Railway Company.

As indicated in report of former counsel, this case has been appealed to the Supreme Court.

3. State of Florida vs. Florida East Coast Railway Company.

As indicated in report of former counsel, this case has been appealed to the Supreme Court.

Mandamus Cases.

1. State vs. Atlantic Coast Line Railroad Company and Clyde Steamship Company.

This case is now pending on a demurrer and motion to strike the defendant's return and motion for peremptory writ. Oral argument has been set for March 19th.

Interstate Commerce Commission Cases.

1. National Live Stock Exchange, *et al.*, vs. L. & N. Railroad Company, *et al.*

A petition in above matter was filed before the Interstate Commerce Commission by the National Live Stock Shippers' Protective League and the National Live Stock Exchange, against about three hundred carriers operating in the southeastern part of the United States, and our Commission was requested to intervene in the case, which we have done. The purpose of this suit is to secure better rates on live stock and to establish rates in a great many instances where no rates have been established. Hearing in this matter was set for March 6th, but has been indefinitely postponed.

Respectfully submitted,

DOZIER A. DeVANE,
Counsel.

PHYSICAL CONDITION OF RAILROADS.

Inspection of the roadway, bridges and trestles by Mr. Frank P. Damon, inspecting engineer for the Railroad Commissioners, was made from time to time of all the railroads in the State during the year 1917, up until the early part of November, when he was taken ill and con-

fined to his home and finally died on January 2, 1918. Owing to Mr. Damon's illness and death coming before the close of the report year, he had not written out his annual report to the Commissioners dealing with the physical condition of these railroad properties. Therefore, we are unable to give a detailed report upon this subject.

We can only say that from various inspections made by Mr. Damon during the year, he found the physical condition of the railroads of the State in good condition, with the exception of the Tavares & Gulf Railroad, which was generally in poor condition, both as to roadway and motive power, due to the parsimonious policy of its owners. In the last three months preceding this report, the road has been out of operation part of the time, due to the fact that trains could not be operated over the road without being wrecked. The Commissioners are determined in their purpose that this road shall be put in physical condition by its owners in the near future, or ask that the Attorney General proceed against the company for forfeiture of its charter.

The Tampa & Jacksonville Railroad was found to be in need of more cross-ties and better surfacing, and when the attention of the management was called to the matter, improvements were made, but there is still room for the betterment of this property.

TRACK CONSTRUCTION AND BETTERMENTS.

NAME OF CARRIER.	Mile New Line Constructed.				New Rail Laid.				Rail Released by New or Relaying Rail.				
	Branch or Division	Main Line	Sidings	Total	Branch or Division	Miles New Rail	Weight	Total Miles	Branch or Division	No. Miles Released	Weight Rail Released	Weight of Relay. Rail	Total
Atlantic Coast Line			*5.95	5.95	C. H. Division	15.20	85 lb.	.....	2d Div.	6.66	70 lb.	85 lb.	.....
					Perry Branch	17.27	85 lb.	.....	.....	.04	50 lb.	85 lb.	.....
					West Coast ..	6.70	85 lb.	.....	3d Div.	15.84	70 lb.	85 lb.	.....
					Jax. Dist.	1.05	85 lb.	.....	.....	1.71	60 lb.	85 lb.	.....
					Repairs	.87	85 lb.	.....	.....	15.54	56 lb.	85 lb.	39.79
					Side Tracks ..	.05	85 lb.	41.14	.....	.....	.....	.....	.....
Apalachicola Northern				None	.....	.....	.....	None	.....	.....	.....	.....	None
Atlanta & St. Andrews Bay..				None	.....	.....	.....	None	.....	5.0	40 lb.	61 lb.	5.00
Birmingham, Columbus & St. Andrews			.45	.45	.....	.....	.....	None	.....	.....	.....	.....	None
Charlotte Harbor & Northern			.62	.62	.....	.....	.....	None	.....	.....	.....	.....	None
East & West Coast				None	.....	.....	.....	None	.....	.....	.....	.....	None
Fellsmere			.08	.08	.....	.....	.....	None	.....	.....	.....	.....	None
Florida, Alabama & Gulf ...				None	.....	.....	.....	None	.....	.....	.....	.....	None
Florida East Coast				None	Main Line ...	31.83	70 lb.	.....	Main Line ...	31.83	70, 60, 56 lb.	70 lb.	.....
					Titusville Br..	12.17	70 lb.	44.	Titusville Br.	12.17	60, 56 lb.	70 lb.	.....
									Okeechobee Br.	26.18	56 lb.	70 lb.	70.13
Georgia & Florida				None	.....	.....	.....	None	.....	.....	.....	.....	None
Georgia, Florida & Alabama				None	.....	.....	.....	None	.....	.....	.....	.....	None

Georgia Southern & Florida	.....	.....	†None	.....	.....	None	.....	.....	.....	None
Gulf, Florida & Alabama ...	.....	.3	.3	.....	.....	None	.....	.....	.....	None
Jacksonville Terminal Co. ...	.....	.....	None	.....	.....	None	.....	.....	.....	None
Live Oak, Perry & Gulf ....	.....	*.01	.01	.....	.....	None	.....	.....	.....	None
Louisville & Nashville	P. & A.	.34	.34	Pensacola	3.59	90 lb.	Pensacola	3.59	70 lb.	90 lb.
				P. & A. Div. .	.56	80 lb.	P. & A. Div. .	.56	70 lb.	80 lb.
							P. & A. Div. .	1.43	58¼ lb.	70 lb.
							Floral Br.	.52	58¼ lb.	70 lb.
							Lakewood Br. .	.11	58¼ lb.	70 lb.
							A. & F. Div. .	1.15	63 lb.	70 lb.
										7.36
Madison Southern			None			None				None
Marianna & Blountstown ...			None			None				None
Ocala Southwestern			None			None				None
South Georgia			None			None				None
Pensacola, Mobile & N. O. .			None			None				None
Seaboard Air Line	Fla. Div. .	6.21	.....			.....				.....
	S. C. Div	.28	6.49			None	Florida Div. .	1.07	60 lb.	75 lb.
							S. C. Div.	7.16	58 lb.	75 lb.
										8.23
Standard & Hernando			None			None				None
Tampa & Jacksonville			None			None				None
Tampa Northern			None			None				None
Total		14.24	.....			85.14				130.56

*Net.

†Excess abandoned .22 siding.

SALARIES AND EXPENSES OF THE RAILROAD
COMMISSION FOR THE YEAR ENDING
DECEMBER 31, 1917.

SALARIES:

Three Commissioners (\$3,600.00 each)	\$10,800.00
Secretary J. Will Yon \$1,125.00;	
Lewis G. Thompson \$491.67.....	1,616.67
Counsel	4,050.00
Inspecting Engineer	2,100.00
Rate Expert	2,000.00
Telephone Engineer	1,650.00
Statistician	1,800.00
Stenographer	1,020.00
Janitor	360.00

\$25,396.67

TRAVELING EXPENSES:

Three Commissioners	\$ 1,198.43
Counsel	347.81
Inspecting Engineer	457.04
Rate Expert	13.60
Telephone Engineer	239.04
Statistician	338.16

\$ 2,594.08

LEGAL EXPENSES.

Court costs, testimony, witnesses, etc	\$ 241.90
For solicitor, in matter of valuation of railroads, under Act of Congress	500.00

	\$ 741.90
Stationery and office supplies....	\$ 266.70
Permanent furniture and fixtures..	726.00

PRINTING:

General	\$ 452.91
Annual Report	1,251.72
	\$ 1,704.63
Ice and water	\$ 42.50
Express	8.00
Telephone rent and tolls.....	40.70
Telegraph	181.12
Postage	498.68
Law books and periodicals.....	70.00
Mutual Audit Company — Services in revising telephone accounting rules	100.00
Annual dues, National Association Railroad and Utilities Commis- sioners	25.00
Grand Total.....	\$32,395.98

FINES COLLECTED.

YEAR ENDING FEBRUARY 28, 1918.

Live Oak, Perry & Gulf Railroad Company, issuance of free pass to E. A. Hodge	\$ 56.29
Seaboard Air Line Railway Company, settlement authorized for penalties imposed under Orders Nos. 159, 175, 186	2,027.22
	\$2,083.51

FINES IMPOSED.

YEAR ENDING FEBRUARY 28, 1918.

Order No. 565.

B. L. Brown doing business as Hastings Telephone Company: Violation of Sec. 18, Chap. 6525; failure to file reports of lines and stations	\$ 150.00
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Order No. 568.

Marianna Telephone Exchange. Violation of Sec.
3, Chap. 6525; failure to keep in good condi-
tion facilities and equipment 101.00

Order No. 569.

Jonah Barfield: Violation of Secs. 3 and 14,
Chap. 6525; failure to keep in good repair and
condition facilities and equipment and discon-
tinuing telephone toll station in Blounts-
town 101.00

\$ 352.00

ORDERS ENTERED

ORDER NO. 549,
FILE NO. 3826.

BEFORE THE RAILROAD COMMISSIONERS OF THE
STATE OF FLORIDA.

IN THE MATTER OF PHYSICAL CONNECTIONS AT
ASTOR, FLORIDA.

Pursuant to Notice No. 137, dated the 22d day of Janu-
ary, 1917, this matter came on for hearing before the
Railroad Commissioners of the State of Florida, on the
14th day of February, 1917, at 10 o'clock in the morning
at Astor, Florida, and then and there appeared the At-
lantic Coast Line Railroad Company by J. C. Murchison,
general superintendent, J. F. Mead, assistant general
freight agent, Robert Taylor, division freight and pas-
senger agent.

There appeared for the shippers Henry Bishop, attor-
ney-atlaw, H. T. Craig, for Astor, W. M. Igou, Lake

County Chamber of Commerce, T. C. Tipton, Jacksonville Traffic Bureau, I. N. Kennedy, mayor of Eustis, E. L. Parker of Pitman, George Devault of Umatilla.

The Clyde Steamship Company did not appear owing to an accident to one of their steamers, which detained Superintendent W. M. Tupper, who would otherwise have been present. There were also present a large number of residents from various parts of Lake county, and after hearing all who desired to be heard the said matter was taken under advisement.

And now on this day the said matter came on for further and final consideration, and the Clyde Steamship Company, subsequent to the hearing, having caused to be filed with the Commissioners a statement to the effect that it was desirous of cooperating in the construction and maintenance of such reasonable physical connections between its line and the Atlantic Coast Line Railroad Company at Astor, aforesaid, as may be necessary to properly facilitate the transfer of freight and passengers from one of said carriers to the other, and the Commissioners having made physical examination of the location with a view to determining the practicability of providing such connections, do find that the convenience of shippers and passengers to and from a large section of Lake county, together with the possibility of a large increase in traffic when necessary physical connections are provided, entirely justifies the requirement of such physical connections; and further find that the most economical and practical method of providing such physical connections, is to rebuild and repair the wharf adjacent to and lying immediately between the depot of the Atlantic Coast Line Railroad Company and the St. Johns river in Astor, where physical connections were formerly maintained between the said carriers.

Wherefore, It is considered, ordered and adjudged, that you, the Atlantic Coast Line Railroad Company and Clyde

Steamship Company, rebuild and repair the wharf adjacent to and lying immediately between the depot of the Atlantic Coast Line Railroad Company and the St. Johns river in Astor, Florida, by placing the same in such condition that freight or passengers shall be safely, securely and conveniently transferred over the said wharf from one of said carriers to the other.

It is further ordered that this order be fully complied with so that said wharf shall be ready for such use on or before the 15th day of April, 1917.

Done and ordered by the Railroad Commissioners of the State of Florida, in open session at their office in the city of Tallahassee, this 8th day of March, A. D. 1917.

R. HUDSON BURR,
Chairman.

ORDER NO. 550,
FILE NO. 3894.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF APPLICATION OF LIVE OAK,
PERRY & GULF RAILROAD COMPANY TO RAISE
RATES.

Pursuant to Notice No. 140, dated the 6th day of March, 1917, this matter came on for hearing before the Railroad Commissioners of the State of Florida, at their office in the City of Tallahassee, on the 20th day of March, 1917, at 3 o'clock in the afternoon, and then and there appeared the Live Oak, Perry & Gulf Railroad Company by R. P. Hopkins, traffic manager, and there also appeared J. J. Handley, J. H. Breare and C. B. McLeod, representing the town of Mayo, Florida, and after hearing all who desired to be heard, the Commissioners took the said matter under advisement.

And now on this day the said matter coming on for further and final consideration, and the Commissioners being fully advised in the premises, do find that the passenger rates or fare between Live Oak and Alton and between Alton and Perry have been reduced heretofore to meet competition, and that the said competition having now disappeared, it would be an unjust discrimination to continue such reduced rates in effect.

Therefore, it is **CONSIDERED, ORDERED AND ADJUDGED** by the Railroad Commissioners of the State of Florida, that the Live Oak, Perry & Gulf Railroad Company be, and is hereby allowed, to raise its passenger rates or fare between Live Oak and Alton and between Alton and Perry, to a basis of actual mileage.

It is further **ORDERED** that the raise of rates become effective on the 1st day of May, 1917.

DONE AND ORDERED BY THE Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, this the 23d day of March, A. D. 1917.

R. HUDSON BURR,
Chairman.

ORDER NO. 551,
FILE NO. T-148.

**BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.**

**IN THE MATTER OF BUILDING AND FACILITIES
FOR APOPKA TELEPHONE COMPANY.**

Pursuant to Notice No. 139, dated the 27th day of February, 1917, this matter came on for hearing before the Railroad Commissioners of the State of Florida, at their office in the City of Tallahassee, on the 20th day of March, 1917, and there were no appearances except the

filing of a letter from H. H. Wetherington and J. B. Steinmetz, and after hearing the statement of George B. Ames, Telephone Engineer for the Railroad Commissioners, the Commissioners took the said matter under advisement.

And now on this day the said matter coming on for further and final consideration, the Railroad Commissioners being fully advised in the premises, do find that the present operating room and toilet facilities of the Apopka Telephone Company are inadequate and inconvenient and that the health and comfort of employes require that the operating room shall be larger and better ventilated than the present room, and that the toilet facilities be more convenient and accessible.

WHEREFORE it is CONSIDERED, ORDERED AND ADJUDGED by the Railroad Commissioners of the State of Florida that J. B. Steinmetz and H. H. Wetherington, doing business as Apopka Telephone Company do provide a suitable room with proper ventilation and sufficient floor space for an operating room; and that they do provide adequate and convenient toilet facilities for those employed in the operating room. It is further ORDERED that the plan and character of such facilities shall be submitted to the Railroad Commissioners for their approval on or before the 1st day of July, 1917, and that such facilities shall be provided, and this order fully complied with on or before the 15th day of July, 1917.

DONE AND ORDERED by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, this the 10th day of April, A. D., 1917.

R. HUDSON BURR,
Chairman.

ORDER NO. 552,
FILE NO. 3508.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE APPLICATION OF THE
GULF, FLORIDA & ALABAMA RAILWAY COM-
PANY AND THE LOUISVILLE & NASHVILLE
RAILROAD COMPANY TO PERMIT THE CLOSING
OF THEIR FREIGHT STATIONS AT PENSACOLA
ON SATURDAYS DURING THE MONTHS FROM
JUNE 1ST TO OCTOBER 1ST.

Applications having been made to us by the Gulf, Florida & Alabama Railway Company and the Louisville & Nashville Railroad Company to suspend the operation of Rule No. 26 of the Rules Governing the Transportation of Freight so as to permit the employees of the said railway companies in their freight stations at Pensacola, Fla., to enjoy a half holiday on Saturdays during certain months hereinafter named, and it appearing to us that same ought to be granted;

We, the Railroad Commissioners of the State of Florida, do therefore order that the operation of our Rule No. 26, aforesaid, be and the same is hereby suspended so far only as to permit the railroad companies aforesaid to close their freight stations at the City of Pensacola at 1 o'clock P. M. on each and every Saturday during the months of June, July, August and September in the year 1917, for the purpose of giving the said employees a half holiday in each week during the said months.

This order shall take effect June 1, 1917.

Ordered in open session of our Board in the City of Tallahassee, this 11th day of April, 1917.

R. HUDSON BURR,
Chairman.

ORDER NO. 553,
FILE NO. 3696.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE APPLICATION OF THE
SEABOARD AIR LINE RAILWAY COMPANY, AT-
LANTIC COAST LINE RAILWAY COMPANY AND
TAMPA AND JACKSONVILLE RAILWAY, FOR A
PERMIT TO CLOSE THEIR FREIGHT STATIONS
ON SATURDAY DURING THE MONTHS OF JUNE,
JULY, AUGUST AND SEPTEMBER.

Application having been made to us by the Seaboard Air Line Railway Company, the Atlantic Coast Line Railroad Company and the Tampa & Jacksonville Railway to suspend the operation of Rule 26 of our "Rules Governing the Transportation of Freight," so as to permit the employees of the said railway companies in their respective freight stations at Gainesville, Florida, to enjoy a half holiday on Saturdays during the months herein-after named, and it appearing to us that the said application ought to be granted:

NOW, THEREFORE, we the Railroad Commissioners of the State of Florida, do therefore ORDER that the operation of our Rule No. 26, aforesaid be and the same is hereby suspended so far only as to permit the railway companies aforesaid to close their respective freight stations at the city of Gainesville, Florida, at 12:00 o'clock noon, on Saturdays during the months of June, July, August and September, 1917, for the purpose of giving the said employees a half holiday in each week during the said period.

This order shall take effect June 1st, 1917.

ORDERED in open session of our Board in the City of Tallahassee, this 27th day of April, 1917.

R. HUDSON BURR,
Chairman.

ORDER NO. 554,
FILE NO. 3027.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE APPLICATION TO PERMIT THE FREIGHT STATIONS AT JACKSONVILLE TO BE CLOSED AT 12 O'CLOCK NOON ON SATURDAYS DURING THE MONTHS FROM MAY 1ST TO OCTOBER 31ST, 1917.

Application having been made to us by the Atlantic Coast Line Railroad Company, Florida East Coast Railway Company, Seaboard Air Line Railway, Georgia Southern & Florida Railway Company and Southern Railway to suspend the operation of Rule 26, of our "Rules Governing the Transportation of Freight" so as to permit the employees of the said railroad companies in their several freight stations in Jacksonville to enjoy a half holiday on Saturdays during certain months hereinafter named, and it appearing to us that the same ought to be granted:

We, the Railroad Commissioners of the State of Florida, do therefore order that the operation of our Rule 26 aforesaid, be and the same is hereby suspended so far only as to permit the railroad companies aforesaid to close their freight stations at the City of Jacksonville at 12 o'clock noon on each and every Saturday during the months of May, June, July, August, September and October, in the year 1917, for the purpose of giving the said employees a half holiday in each week during the said months.

This order shall take effect May 1st, 1917.

Ordered in open session of our Board at the City of Tallahassee, this 1st day of May, A. D. 1917.

R. HUDSON BURR,
Chairman.

ORDER NO. 555,
FILE NO. 3493.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE APPLICATION TO PERMIT THE FREIGHT STATIONS AT TAMPA TO BE CLOSED AT 12 O'CLOCK NOON ON SATURDAYS DURING HE MONTHS FROM MAY 1ST TO SEPTEMBER 30TH, 1917.

Application having been made to us by the Seaboard Air Line Railway Company, Atlantic Coast Line Railroad Company, Tampa & Gulf Coast Railway Company, Tampa Northern Railroad Company and St. Petersburg Transportation Company, to suspend the operation of Rule 26, of our "Rules Governing the Transportation of Freight" so far as to permit the employees of the said railroad companies and said steamboat company in their respective freight stations in Tampa to enjoy a half holiday on Saturdays during certain months hereinafter named, and it appearing to us that the same ought to be granted.

We, the Railroad Commissioners of the State of Florida, do therefore order that the operation of our Rule No. 26 aforesaid, be and the same is hereby suspended so far only as to permit the railroad companies and steamboat company aforesaid, to close their freight stations in the City of Tampa at 12 o'clock noon on each and every Saturday during the months of May, June, July, August and September in the year 1917, for the purpose of giv-

ing the said employees a half holiday in each week during the said months.

This order shall take effect May 1st, 1917.

Ordered in open session of our Board in the City of Tallahassee, this 1st day of May, A. D. 1917.

R. HUDSON BURR,
Chairman.

ORDER NO. 556,

FILE NO. 3169.

BEFORE THE RAILROAD COMMISSIONERS OF THE
STATE OF FLORIDA.

IN THE MATTER OF DEPOT AND STATION FACILITIES AT PALM BEACH, FLORIDA.

In pursuance of Notice No. 141, dated the 15th day of March, 1917, the Railroad Commissioners of the State of Florida were in session at the depot at Palm Beach, Florida, on Thursday, the 5th day of April, 1917, at 11 o'clock in the morning, and then and there appeared the Florida East Coast Railway Company by J. P. Beckwith vice-president, W. A. Blount general counsel, and E. Ben Carter chief engineer. There also appeared for the citizens of Palm Beach, E. N. Dimick, Sidney Maddox, Frank Mann, A. V. B. Bennett, A. C. Inglessi and others, and after hearing all who desired to be heard, the Commissioners took the said matter under advisement.

And now on this day the said matter coming on for further and final consideration, and the Railroad Commissioners being fully advised in the premises, do find, that the convenience of the public does not at present require the erection of a depot at Palm Beach, but that it is necessary to improve the roadway or approaches leading to the depot, and the Florida East Coast Railway Company having filed herein a blue print showing the proposed additional roadway and platform, which blue print

was dated the 29th of March, 1917, it is ordered and adjudged that the Florida East Coast Railway Company be, and it is hereby directed to make the improvement in the roadway or approaches to the depot indicated upon said blue print, except that the roadway leading from the west end of the baggage room to the county road shall be hard surfaced for a width of 30 feet instead of 20 feet, as indicated on said blue print, and the parking or turning space immediately west of said baggage room shall be hard surfaced for the space of 60x60 feet, instead of 53x40 feet, as indicated on said blue print.

It is further ordered that the improvement in the said roadway or approaches to the depot shall be completed in a good substantial and workmanlike manner by the 1st day of December, 1917.

Done and ordered by the Railroad Commissioners of the State of Florida, in open session at their office in the city of Tallahassee, this 10th day of May, A. D. 1917.

R. HUDSON BURR,
Chairman.

ORDER NO. 557,
FILE NO. 3694.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF JOINT PASSENGER TERMINAL OR UNION DEPOT AT CALLAHAN.

This matter came on for hearing before the Railroad Commissioners of the State of Florida at their office in the City of Tallahassee on the 6th day of February, 1917, at 10 o'clock in the morning, and it appearing to the Commissioners that no necessity exists at the present time for such joint passenger terminal or union depot at Callahan.

It is therefore, considered, ordered and adjudged by

the Railroad Commissioners that the said matter be, and the same is hereby dismissed.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, this the 15th day of May, A. D. 1917.

R. HUDSON BURR,
Chairman.

ORDER NO. 558,
FILE NO. 3906.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE APPLICATION TO PER-
MIT THE FREIGHT STATIONS AT PALATKA TO
BE CLOSED AT 12 O'CLOCK NOON ON SATUR-
DAYS DURING THE MONTHS FROM MAY 1ST TO
SEPTEMBER 30TH, 1917.

Application having been made to us by the Florida East Coast Railway Company, Georgia Southern & Florida Railway Company, Ocklawaha Valley Railroad Company and the Atlantic Coast Line Railroad Company, to suspend the operation of Rule 26, of the "Rules Governing the Transportation of Freight" so far as to permit the employees of the said railroad companies in their respective freight stations in Palatka to enjoy a half holiday on Saturdays during certain months hereinafter named, and it appearing to us that the same ought to be granted.

We, the Railroad Commissioners of the State of Florida, do therefore order that the operation of our Rule No. 26 aforesaid, be and the same is hereby suspended so far only as to permit the railroad companies aforesaid, to close their freight stations in the City of

Palatka at 12 o'clock noon on each and every Saturday during the months of May, June, July, August and September in the year 1917, for the purpose of giving the said employees a half holiday in each week during the said months.

Ordered in open session of our Board in the City of Tallahassee, this 24th day of May, A. D., 1917.

R. HUDSON BURR,
Chairman.

ORDER NO. 559,
FILE NO. 3879.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE TEMPORARY AMEND-
MENT OF DEMURRAGE RULE III, IV, VIII AND
XI.

Pursuant to Notice No. 144, dated the 18th day of May, 1917, this matter came on for hearing before the Railroad Commissioners of the State of Florida, at their office in Tallahassee, Florida, on the 29th day of May, 1917, at 9:30 o'clock in the morning, and then and there appeared the Atlantic Coast Line Railroad Company, by J. C. Murchison, general superintendent, and S. A. Stockard, superintendent of car service; Seaboard Air Line Railway Company, by H. W. Purvis, superintendent; Georgia, Florida & Alabama Railway Company, by C. J. Acosta, freight traffic manager; Live Oak, Perry & Gulf Railroad Company, by W. T. Hargrett, general manager; Apalachicola Northern Railroad Company, by D. Sullivan, general superintendent; Florida East Coast Railway Company, by J. P. Beckwith, vice-president, and J. H. Owens, superintendent of transportation. There also appeared W. F. Graves, of Hosford, Florida; J. T.

Prince, of Greenville, Fla., and Mr. Hardin, manager of the Southeastern Demurrage Bureau. The Commissioners were also in receipt of a large number of communications from shippers from various parts of the State. After hearing the testimony of witnesses and all others who desired to be heard, the Commissioners took the said matter under advisement.

And now on this day the said matter came on for further and final consideration and the Commissioners being fully advised in the premises do find that owing to the unprecedented demand for cars and car service, the free time allowed by Demurrage Rules III and IV should be reduced, that the time for moving a car by a railroad company after receipt of shipping instructions, as provided by Demurrage Rule VIII, and the time for delivering freight or placing cars for unloading, as provided by Demurrage Rule XI, should also be reduced.

It is therefore considered, ordered and adjudged by the Railroad Commissioners of the State of Florida as follows:

First: That on and after the fifteenth day of June, 1917, and until the first day of June, 1918, Demurrage Rule III shall read and be effective as follows:

RULE III.

Legal Notice.

"Legal notice referred to in these rules may be either actual or constructive. Where the consignee is personally served with notice of the arrival of freight, free time ends forty-eight (48) hours from the time of notification, not including Sundays or legal holidays. Constructive notice referred to consists of *posting notice by mail to consignee*. Where this mode of giving notice is adopted there shall be twenty-four (24) hours' additional free

time to be added to the forty-eight (48) hours, to be computed from the time notice was mailed; provided, however, that if, in any case, when notice of arrival is given by mail, the consignee will make oath that neither he, his agents nor employees, have received such notice, then no demurrage charges shall be made until after legal notice, as above specified, is given."

Second: That on and after the fifteenth day of June, 1917, and until the first day of June, 1918, Demurrage Rule IV shall read and be effective as follows:

RULE IV.

Per Diem Charge.

"A charge of one dollar (\$1.00) per car per day shall be made for detention of cars and use of track when cars are not loaded or unloaded within forty-eight (48) hours, not including Sundays and legal holidays, except when loaded with seed cotton, cottonseed in bulk, cottonseed hulls in bulk, fertilizer material in bulk, coal, bulk potatoes, bulk cabbage, brick and dressed lumber (in box cars), seventy-two (72) hours will be allowed for *unloading*. It being understood that said car or cars are to be placed and remain accessible to the consignee for the purpose of unloading during the period in which held free of demurrage; that when the period of such demurrage charges commences, they are to be placed accessible to the consignee for unloading purposes on demand of the consignee; provided however, that if the railroad company shall remove such car or cars after being so placed, or in any way obstruct unloading of same, the consignee shall not be charged with delay caused thereby; provided further, that when any consignee shall receive four or more cars during any one one day taking track delivery, the said car in excess of three shall not be liable to demurrage by any railroad company until after the ex-

piration of seventy-two (72) hours. Any fraction of a day shall be considered a day."

Third: That on and after the fifteenth day of June, 1917, and until the first day of June, 1918, Demurrage Rule VIII shall read and be effective as follows:

RULE VIII.

Cars Held for Shipping Directions.

"Cars detained or held for want of proper shipping instructions, or by reason of improper or excessive loading (where loading is done by shipper), shall be subject to a demurrage charge of one dollar (\$1.00) per car for each day or fraction of a day said car or cars are so detained or held. Likewise, when cars are promptly loaded and shipping instructions given, the railroad agent must immediately issue the bills of lading therefor; and if said car or cars are detained or held and not carried forward within twenty-four (24) hours, except perishable articles, which shall be removed within twenty-four (24) hours thereafter, said railroad company shall be liable to said shipper for the payment of one dollar (\$1.00) per car per day for each day or fraction of a day that said car or cars are thus detained or held."

Fourth: That on and after the fifteenth of June, 1917, and until the first day of June, 1918, Demurrage Rule XI shall read and be effective as follows:

RULE XI.

Per Diem Charge Allowed Consignees.

"When any railroad company fails to deliver freight at the depot or to place loaded cars at an accessible place for unloading within forty-eight (48) hours (not including Sundays or legal holidays), computed from 10 A. M.

the day after arrival of the same, the shipper or consignee shall be paid one dollar (\$1.00) per day for each day said delivery is so delayed."

Fifth: That unless otherwise ordered by the Railroad Commissioners on the first day of June, 1918, Demurrage Rules III, IV, VIII and XI shall cease to be effective in the form above set forth, and said Rules on the said last mentioned date shall again become in full force and effect in the form in which they were adopted and promulgated prior to the making and entry of this order, the purpose of which is a suspension of the Rules mentioned in their permanent form and provision from the fifteenth day of June, 1917, until the first day of June, 1918.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, Florida, this 30th day of May, A. D. 1917.

R. HUDSON BURR,
Chairman.

ORDER NO. 560,
FILE NO. 3907.

BEFORE THE RAILROAD COMMISSIONERS OF THE
STATE OF FLORIDA.

IN THE MATTER OF THE APPLICATION TO PERMIT THE FREIGHT STATIONS AT LAKE CITY TO BE CLOSED AT 12 O'CLOCK NOON ON SATURDAYS DURING THE MONTHS FROM JUNE 1ST TO SEPTEMBER 30TH, 1917.

Application having been made to us by the Atlantic Coast Line Railroad Company, Seaboard Air Line Railway Company and Georgia Southern & Florida Railway Company, to suspend the operation of Rule 26, of our "Rules Governing the Transportation of Freight," so far

as to permit the employees of the said railroad companies in their respective freight stations in Lake City to enjoy a half holiday on Saturdays during certain months hereinafter named, and it appearing to us that the same ought to be granted;

We, the Railroad Commissioners of the State of Florida, do therefore order that the operation of our Rule No. 26, aforesaid be, and the same is, hereby suspended so far only as to permit the railroad companies aforesaid to close their freight stations in the city of Lake City at 12 o'clock noon on each and every Saturday during the months of June, July, August and September in the year 1917, for the purpose of giving the said employees a half holiday in each week during the said months.

Ordered in open session of our board in the city of Tallahassee, this 31st day of May, A. D. 1917.

R. HUDSON BURR,
Chairman.

ORDER NO. 561,
FILE NO. 3915.

BEFORE THE RAILROAD COMMISSIONERS OF THE
STATE OF FLORIDA.

IN THE MATTER OF DISCONTINUING CERTAIN
TRAIN SERVICE BY THE ATLANTIC COAST LINE
RAILROAD COMPANY.

Pursuant to Notice No. 145, dated June 29, 1917, this matter came on for hearing before the Railroad Commissioners of the State of Florida, at the court house in Gainesville, on the 6th day of July, 1917, at 10 o'clock in the morning, and then and there appeared the Atlantic Coast Line Railroad Company by J. C. Murchison, general superintendent, and H. O. McArthur superintendent. There also appeared C. O. Roe, J. H. Compton, E. R.

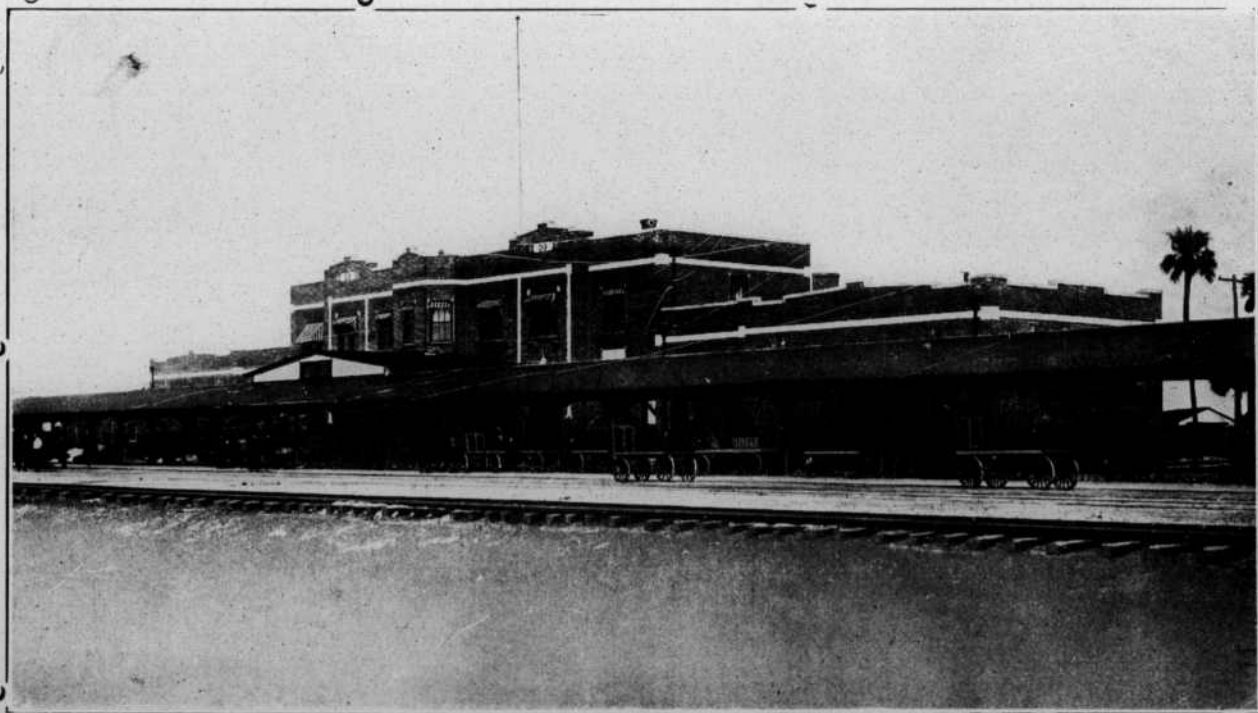
Campbell, F. B. Roe, James Wellman, L. S. Altmeyer, C. L. Kindred, of Clermont, Florida; A. B. Newton, T. N. Sewell, J. H. Cooper and B. W. Bray, of Winter Garden, Florida; J. H. Sadler, Oakland, Florida; G. G. Wear, Gilbert D. Leach and L. M. Johnson of Leesburg, Florida, and P. H. Rolfs, C. K. McQuarie and W. B. Taylor of Gainesville, Florida, and after a full hearing of all who desired to be heard, the Commissioners took the said matter under advisement.

And now on this day the said matter coming on for further and final consideration, the Railroad Commissioners, being advised in the premises, do find that owing to the exigencies of war it is desirable to release some of the equipment of the Atlantic Coast Line Railroad Company, that the same may be held in readiness for the service of the government, and for the further reason that a reduction in its train service will tend toward a conservation of fuel and coal supply, and there appearing no other reason for discontinuing the train service herein-after mentioned,

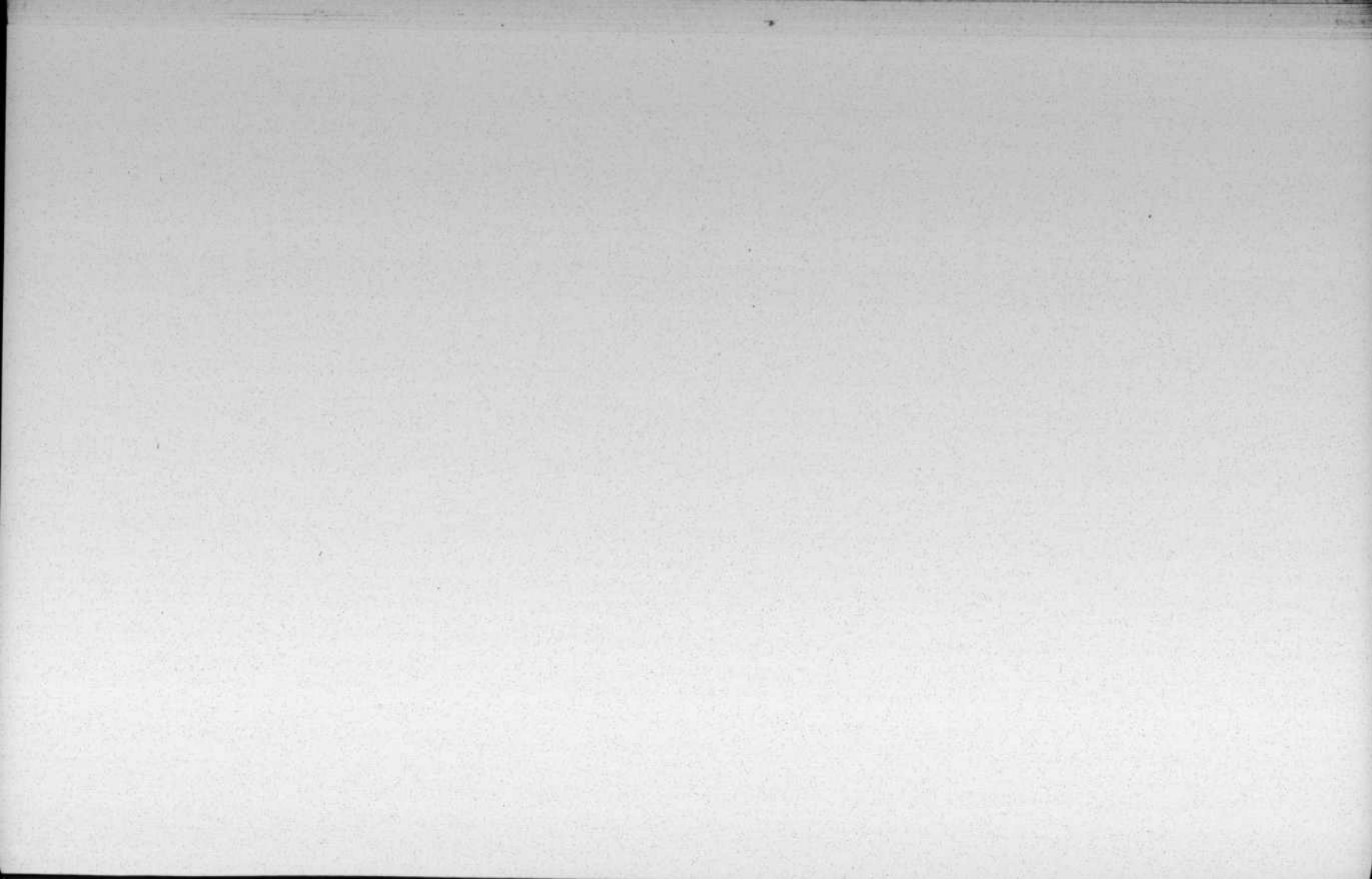
It is therefore ordered and adjudged that in compliance with its petition, the Atlantic Coast Line Railroad Company be, and it is hereby authorized and permitted to discontinue trains No. 37 and 38 between Jacksonville and Trilby, and in lieu thereof operate trains No. 37 and 38 between Sanford and St. Petersburg by the Trilby branch connecting at Sanford with trains No. 82 and 83, handling sleeper from Jacksonville to St. Petersburg practically on the same schedule as at present between Jacksonville and St. Petersburg via Gainesville.

It is further ordered and adjudged that trains No. 162 and 163 between Tarpon Springs and St. Petersburg be discontinued.

It is further ordered and adjudged that this order as to change and discontinuance of service may become effec-



PASSENGER DEPOT A. C. L. R. R., SANFORD, FLA.



tive on or after 12:01 o'clock in the morning, Monday, July 15th, 1917.

It is further ordered and adjudged that the service hereby authorized to be discontinued shall be restored and resumed upon order of the Railroad Commissioners.

Done and ordered by the Railroad Commissioners of the State of Florida in open session at their office in the city of Tallahassee, this the 13th day of July, A. D. 1917.

R. HUDSON BURR,
Chairman.

ORDER NO. 562,
FILE NO. 3902.

BEFORE THE RAILROAD COMMISSIONERS OF THE
STATE OF FLORIDA.

IN THE MATTER OF APPLICATION FOR CHANGE
OF LOCATION OF DEPOT AT GIFFORD, FLA.

Application having been made to the Railroad Commissioners of the State of Florida by the citizens and patrons of the Florida East Coast Railway Company at Gifford, Florida, and also by the railroad company itself for authority to change the location of the depot at Gifford from its present location at the south end of the siding to the north end of the siding, a distance of about one-half mile, for the reason that the proposed location will be more central than the present location, and the surroundings more desirable than the surroundings of the present location, and the Commissioners being fully advised in the premises;

It is, therefore, considered, ordered and adjudged that the Florida East Coast Railway Company be, and it is hereby directed, to remove its depot at Gifford from its present location at the south end of the siding, a distance of about one-half mile, to the north end of the siding.

It is further ordered that the said removal shall be

made and the work thereof completed within 60 days from the date hereof.

Done and ordered by the Railroad Commissioners of the State of Florida in session at their office in the city of Tallahassee, this the 2d day of August, A. D. 1917.

R. HUDSON BURR,
Chairman.

ORDER NO. 563,
FILES NO. 1573-M-1, 1573-R, 1573-T.

BEFORE THE RAILROAD COMMISSIONERS OF THE
STATE OF FLORIDA.

IN THE MATTER OF PROPOSED CHANGES IN
CLASSIFICATION NO. 4, AND SUPPLEMENT NO.
1 TO CLASSIFICATION NO. 4.

Pursuant to Notice No. 67, dated the 14th day of January, 1915, the classification of cotton seed meal came on for consideration with other commodities on the 16th day of February, 1915, at the board of trade rooms, in the city of Jacksonville, and the appearances at this hearing were as shown in Order No. 478; and pursuant to Notice No. 76, dated the 15th day of April, 1915, the classification of barrels, the note on oils and the classification on fuel oil came on for consideration on the 28th day of April, 1915, at the office of the Railroad Commissioners in Tallahassee, and then and there appeared the following:

Florida East Coast Railway Company by F. W. Kirtland, freight traffic manager; Georgia Southern & Florida Railway Company by James M. Cutler, general freight agent; Live Oak, Perry & Gulf Railroad Company by R. P. Hopkins, traffic manager; Seaboard Air Line Railway Company by C. A. Carpenter, assistant general freight agent; Atlanta & St. Andrews Bay Railway Company by L. J. Rowell, general freight agent; Georgia, Florida &

Alabama Railway Company by C. J. Acosta, traffic manager; Louisville & Nashville Railroad Company by W. C. Dillard, division freight agent; and Atlantic Coast Line Railroad Company by James Menzies, freight traffic manager, and J. F. Mead, assistant general freight agent.

There also appeared the following shippers: W. B. Taylor, B. D. Hartsfield, J. D. Rooney, J. S. Blitch, D. G. Roland and N. C. Bryan and J. H. Tench, rate expert for the Railroad Commissioners; and pursuant to Notice No. 143, dated the 15th day of May, 1917, the classification of other commodities hereinafter specified came on for consideration on the 20th day of June, 1917, at the office of the Railroad Commissioners in Tallahassee, and then and there appeared the following:

J. F. Mead, assistant general freight agent, Atlantic Coast Line Railroad Company; C. A. Carpenter, assistant general freight agent, Seaboard Air Line Railway Company; C. J. Acosta, freight traffic manager, Georgia, Florida & Alabama Railway Company; J. M. Cutler, general freight agent, Georgia Southern & Florida Railway Company; N. H. Goucher, superintendent of transportation, Charlotte Harbor & Northern Railway Company; W. P. Boger, general freight agent, Florida East Coast Railway Company; L. J. Rowell, general freight agent, Apalachicola Northern Railroad Company; R. P. Hopkins, freight traffic manager, Live Oak, Perry & Gulf Railroad Company. The above railroads were also represented by W. R. Powe, chairman Southern Classification Committee, W. C. Dillard, division freight agent Louisville & Nashville Railroad Company.

There also appeared the following shippers: F. M. Ellidge, Standard Fisheries Company, Okeechobee, Fla.; W. M. Pepper, Gainesville, Fla.; O. W. Renner, Antietam Paper Co., Jacksonville, Fla.; W. H. Colson, Jacksonville, Fla.; E. H. Smith, Florida Fruit Preserving Co., Jacksonville, Fla.; E. F. Jeffrey, French Mirror Plate Glass Co.,

Jacksonville, Fla.; H. C. Van Horn, Wholesale Grocers' Association, Jacksonville, Fla.; C. S. Hoskins, traffic manager, Tampa Board of Trade, Tampa, Fla.; James McNeill Wright, Wright-Barron Coal Co., Jacksonville, Fla.; T. C. Tipton, traffic manager, Jacksonville Traffic Bureau, Jacksonville, Fla., and Virgil Lanier, Live Oak Limestone Phosphate Co., Jacksonville, Fla.

The several matters mentioned in the said notices were duly taken up and the Commissioners took evidence thereon. Thereupon the said matters were taken under advisement.

And now on this day the said matters came on for further consideration, and the Commissioners being fully advised in the premises, do hereby adopt for the use of all railroads, railroad companies and common carriers doing business in the State of Florida, the following change of classification to be known as "Supplement No. 2 to Classification No. 4, of the Railroad Commission, State of Florida," viz:

CANCELS FLORIDA CLASSIFICATION NO. 4 AND SUPPLEMENT NO. 1 TO EXTENT STATED HEREIN

EFFECTIVE OCTOBER 10, 1917.

A.			C.			H.		
	Page	Item		Page	Item		Page	Item
Apples, green	2	1	Cactus, spineless	3	5	Half Barrels	2	2
Automobile Truck Construction	6	12	Cigarettes	3	6			
			Cigars	3	6	L.		
			Crates, delivery, wooden ..	7	5	Logs, except cedar logs ..	5	2
			Cylinders, iron or steel, empty, returned	4	1	Logs, cedar	5	3
						Lumber, asbestos, plain ..	7	6
B.			F.			Lumber, asbestos, ornamented	7	7
Barrels, C. L.	2	2	Fruit Juices, citrus	4	3	M.		
Barrels, iron or steel, empty	4	2				Mattresses	5	4
Bluing	2	3				Meal, cottonseed	5	1
Bluestone	3	1				Meal, linseed	5	1 1/2
Bolts	3	2	G.					
Brick, vitrified or paving ..	3	4	Glass, plate	4	4			
Butter, peanut	3	3						

INDEX TO SUPPLEMENT NO. 2.—(Continued.)

N.		R.		T.	
	Page		Page		Page
Nuts, iron or steel	3	Rice, cleaned	6	Tires, rubber	6
		Rivets, iron or steel	3	Tobacco, smoking	7
		Road Making Implements,		Tubes, boiler	7
		C. L.	6		
		S.		W.	
Oil, crude or fuel	5	Scouring Compounds	6	Wagons, farm, parts of,	
		Shingles, asphalt	6	finished,	7
		Sprayers, power or hand	6	Wheel Rims, automobile..	7
				Wire, iron or steel	7
				Wire, fence, barbed,	3
				straight, twisted or rib-	
				bon	7
Paper, toilet	6			Washers, iron or steel	3
Paper, toweling	6				
Paper, N. O. S.	6				
Peas, dried or split	6				

CHANGES, AMENDMENTS AND ADDITIONS TO FLORIDA CLASSIFICATION NO. 4.

Page Item	NOW READS.	Class	Item	CHANGE TO READ	Class
35 34	Apples, in boxes, L. C. L.		1	Apples, in crates, boxes or bbls., L. C. L.,...	6
	Same, as fruit				
	Green, N. O. S., prepaid or guaranteed..				
35 35	Apples, in crates or barrels, actual weight, L. C. L., ...	6			
19 51	Barrels, empty, except ale and beer pack- ages, and except where agreed rates are C. L., wt. 10,000 lbs.	P	2	Brrels, Half Barrels and Kegs, wooden, empty, except empty ale and beer pack- ages, and except when agreed rates are lower, straight or mixed, C. L., minimum weight 10,000 lbs.	P
21 57	Blueing, viz:		3	Blueing, viz:	
58	Dry, packed	1		Dry, packed	1
59	Liquid, in glass, packed	2		Liquid, in glass, packed	2
60	Liquid, in wood	4		Liquid, in wood	4
				Laundry, dry or liquid, in glass, earthen- ware or wood, packed, straight or mixed, C. L., ...	6
21 53	Bluestone, or Blue Vitriol, viz:		1	Bluestone or Blue Vitriol, viz:	
54	In boxes, L. C. L., ...	1		In boxes or kegs, L. C. L., ...	1
55	In bags, barrels, casks or kegs, L. C. L.	5		In bulk, in bags, barrels or casks, L. C. L.	K
56	In Packages, C. L., min. wt. 30,000 lbs...	6		In bulk, in packages named, C. L., mini- mum weight 30,000 lbs.	L

CHANGES, AMENDMENTS AND ADDITIONS TO FLORIDA CLASSIFICATION NO. 4.

Page	Item	NOW READS.	Class	Item	CHANGE TO READ	Class
		IRON AND STEEL ARTICLES.			IRON AND STEEL ARTICLES.	
43	26	Bolts, Nuts, Rivets and Washers, in bundles kegs, casks, barrels, drums, or boxes. L. C. L., ...	6	2	Bolts, Nuts, Rivets and Washers, in bundles, kegs, casks, barrels, drums, bags or boxes, L. C. L., ...	6
43	27	Same, except in kegs, casks, barrels, boxes or drums, L. C. L.	2		Same, except in bundles, kegs, casks, barrels, drums, bags or boxes, L. C. L., ...	2
		Not now specifically provided for.		3	Butter, peanut, in glass or earthenware, packed in barrels or boxes, L. C. L., ...	2
					In pails, L. C. L., ...	2
					In metal cans, in barrels, boxes or crates, L. C. L., ...	3
					In bulk, in kegs or barrels, L. C. L., ...	3
					In packages named, C. L., min. wt. 24, 000 lbs.	5
23	61	Brick, fire or vitrified, C. L.	P	4	Brick, fire, vitrified or paving, C. L., min. wt. 30,000 lbs.	P
		Not now specifically provided for.		5	Cactus, spineless, packed in boxes, bundles, bales or baskets, L. C. L.	6
					Same, C. L., min. wt. 20,000 lbs.	N
26	70	Cigars and Cigarettes, viz: If not strapped and corder as provided hereafter	3T1	6	Cigars and Cigarettes, in wooden boxes, strapped, corded and sealed, the cording to pass through each and every board, and over each and every seam in box...	1

2671	If boxed and strapped, corded and sealed, provided that the cording passes through each and every board and over each and every seam in box	1		Cigars and Cigarettes in fiber-board, pulp-board or double-faced corrugated straw-board boxes, with flaps firmly glued throughout the entire area of contact, and all seams formed by the meeting of the outer flaps covered with paper sealing strips, firmly glued to all surfaces with which they come in contact	1
	Cigars and Cigarettes, Continued.			or Cigars and Cigarettes in three-ply fiber-board, pulp-board or double-faced corrugated straw-board boxes, and further secured as required by note NOTE:—Boxes must be secured with two or more metal straps, not less than 29-gauge, and not less than $\frac{3}{8}$-inch in width, encircling the box at least once around the end and once around the side, and drawn taut to prevent slipping. The overlapping ends of each strap must be fastened with a metal other than lead, seal, rivet or sleeve of such character as to prevent the opening of the container without mutilating the strap, seal or the container. The straps must also be crimped at crossing or intersection where the metal sleeve is used. On boxes exceeding 24 inches in length, metal straps must not be more than 12 inches apart; or When boxes are constructed with four flaps at each end, and all flaps on the bottom of the box are fastened to each other at or along all joints with metal rivets, staples or stitches not more than 2 inches apart, making close joints or seams, and each inner flap on the top of the box is fastened across the end to one	1

CHANGES, AMENDMENTS AND ADDITIONS TO FLORIDA CLASSIFICATION NO. 4.

Page	Item	NOW READS.	Class	Item	CHANGE TO READ	Class
		Not now specifically provided for.			outer flap and the outer flaps are fastened by metal rivets, staples or stitches, not more than 2 inches apart.	
		Not now specifically provided for.			Cigars and Cigarettes, N. O. S., ...	3T1
		Not now specifically provided for.			1 Cylinders, iron or steel, N. O. S., ...	3T1
					Empty, returned	6
					2 Barrels, iron or steel, empty, returned	6
					3 Fruit Juices, citrus, in glass or earthenware, packed in barrels or boxes, L. C. L. Same, C. L.	2 6
39	8	Plate Glass, boxed, viz: Over 7½ feet wide or over 15 feet long, outside measurement, min. wt. 2,500 lbs. on each consignment (carrier's option), owners to load and unload	3T1	4	Plate Glass: The dimensions of which do not permit loading through the center side doorway, 6 feet wide by 7 feet 6 inches high, without the use of end door or window, in a closed car not more than 36 feet in length by 8 feet 6 inches wide and 8 feet high, shippers to load and unload, packed in boxes, L. C. L.	3T1
39	10	Plate Glass, boxed, not over 7½ feet wide, nor over 15 feet long, outside measurement, but exceeding 80 united inches, (length and width added), L. C. L.	1		The dimensions of which do permit loading through the center side doorway, 6 feet wide by 7 feet 6 inches high, with-	
39	12	Plate Glass, not over 80 united inches,				

	(length and width added), outside measurement, L. C. L.	1		out the use of end door or window, in a closed car not more than 36 feet in length by 8 feet 6 inches wide and 8 feet high, packed in boxes, L. C. L.	1
32 65	Metal, cottonseed	M		Same, C. L., owners to load and unload....	3
				1 Meal, cottonseed, L. C. L.	M
				Meal, cottonseed, C. L., min. wt. 30,000 lbs.	75% of M
54 11	Meal, linseed, packed in bags or barrels, L. C. L., ...	3		1½ Eliminate, apply Item 67, Page 32, of Classification No. 4.	
12	Same, C. L., ...	D		Eliminate, apply Item 7, Page 33, of Classification No. 4.	
	Not now specifically provided for.			2 Logs, except cedar logs, C. L., min. wt. 30,000 lbs.	P
26 19	Cedar Logs, or sticks, C. L., 24,000 lbs. ...	K		3 Logs or Sticks, cedar, C. L., 3c per 100 lbs. higher than class	P
37 37	Mattresses, woven wire or spring bed.....	1		4 Mattresses, woven wire or spring bed	1
37 38	Mattresses, spring, N. O. S., ...	1½		5 Eliminate.	
56 70	First paragraph of Rule: Oil, crude naptha, crude and refined petroleum, products of petroleum, such as kerosene, lubricating oils, benzine, naptha, gasoline and paraffine when in barrels or cases, min. C. L. wt. 24,000 lbs. When in tank cars, min. C. L. wt. will be the full capacity of the tank, the contents of the tank to be computed at six and four-tenths pounds per gallon, subject to a minimum weight of 24,000 pounds. When in wooden barrels or half barrels, C. L. or L. C. L., weight will be computed at 400			6 Oil, crude naptha and refined petroleum, products of petroleum, such as kerosene, lubricating oils, benzine, naptha, gasoline and paraffine when in barrels or cases, min. C. L. wt. 24,000 lbs. When in tank cars, min. C. L. wt. will be the shell capacity of the tank, the contents of the tank to be computed at six and four-tenths pounds per gallon, subject to a minimum weight of 24,000 pounds. When in wooden barrels or half barrels, C. L. or L. C. L. weight will be com-	

CHANGES, AMENDMENTS AND ADDITIONS TO FLORIDA CLASSIFICATION NO. 4.

Page	Item	NOW READS.	Class	Item	CHANGE TO READ	Class
		pounds per barrel, and 235 pounds per half barrel. When in iron barrels, casks or drums, actual weight. When in square cans, completely cased, each can containing ten gallons, C. L. or L. C. L., at 80 pounds per case.			puted at 400 pounds per barrel, and 235 pounds per half barrel. When in iron barrels, casks or drums, actual weight. When in square cans, completely cased, each can containing ten gallons, C. L. or L. C. L. at 80 pounds per case.	
57	11	Crude Fuel Oil, in bbls., L. C. L., ...	K	7	Crude, or Fuel Oil, in barrels, L. C. L. ...	K
	12	In barrels, C. L., ...	L		In barrels, C. L.	L
	13	In tank cars, C. L., min. shell capacity of tank (See Note)	L		In tank cars, C. L. min. shell capacity of tank (See Note)	L
		Not now specifically provided for.			NOTE:—Crude or fuel oil, in tank cars, C. L. will be handled at an estimated weight of seven and four-tenths pounds per gallon.	
		Not now specifically provided for.			Paper, viz:	
		Amending Supplement No. 1, Classification No. 4.		1	Toilet, in boxes, bundles or crates, L.C.L.	5
222		Paper, viz:			Same, C. L.	A
		N. O. S., in boxes, L. C. L., ...	3	2	Toweling, in boxes, bundles or crates, L. C. L.	5
					Same, C. L.	A
				3	Paper, viz:	
					N. O. S., in boxes, L. C. L.	4

	N. O. S., in crates, L. C. L., (See Note)...	3		N. O. S., in crates, L. C. L., (See Note)...	4
	N. O. S., in boxes or crates, C. L., (See Note)	4		N. O. S., in boxes or crates, C. L., (See Note)	6
	NOTE:—Paper in bundles partially protected by boards or strips, shall be charged for at the rating applying on paper in crates.			NOTE:—Paper in bundles partially protected by boards or strips, shall be charged for at the rate applying on paper in crates.	
60	2 Peas, dried, in boxes, ...	2	4	Peas, dried or split, N. O. S., in bags, boxes or barrels, L. C. L.	5
60	3 Peas, dried or split, N. O. S., in bags or barrels, L. C. L., ...	4			
	Not now specifically provided for in car loads.				
64	10 Rice, cleaned, in casks, boxes, kegs or bbls.	6		5 Road-Making Implements, viz: Graders, levelers, road rollers and scarifiers, in straight or mixed carloads	6
Sup.				6 Rice, cleaned, in casks, boxes, kegs, barrels or sacks, L. C. L.	6
No. 1					
3	17 Scouring Compounds, not soap or washing powder	4		7 Scouring Compounds, not soap or washing powder	6
	Not now specifically provided for.				
	Not now specifically provided for.			8 Shingles, viz: Asphalt, packed or in bundles, L. C. L... Same, C. L.	6 A
				9 Sprayers, power or hand, other than garden sprayers, viz: S. U., boxed or crated, L. C. L. K. D., boxed or crated, L. C. L. S. U. or K. D., carload, minimum weight 20,000 lbs.	1 3 6

CHANGES, AMENDMENTS AND ADDITIONS TO FLORIDA CLASSIFICATION NO. 4.

Page	Item	NOW READS.	Class	Item	CHANGE TO READ	Class
70	68	Tile, hollow, fireproof, C. L., wt. 30,000 lbs.	A	10	Tile, hollow, fireproof, (not cement or clay) C. L., min. wt. 30,000 lbs.	A
71	23	Tires, rubber, solid or pneumatic, boxed or crated	1	11	Tires, rubber, solid or pneumatic, boxed, crated or securely wrapped	1
		Not now provided for.		12	Automobile Truck Construction, consisting of rear axle, gear, frame, springs, rear wheels and drive gear, loose or in pack- ages, L. C. L.	1½
71	28	Tobacco, smoking, in boxes	1	1	Tobacco, smoking, in boxes, kegs, barrels or crates	1
76	37	Wagons, farm, parts of, finished, viz:..... Bed bottoms, ends and sides. Bolsters. Box rods. Brakes and ratchets. Breast or neck yokes. Coupling poles or reaches. Doubletrees. Front or hind gear. Seat springs. Seats, with or without springs. Shafts. Singletrees or whiffletrees. Tongues or poles. Wagon irons, packed. Wheels, iron or wooden. L. C. L., ...	5	2	Wagons, farm, parts of, finished, viz: Bed bottoms, ends and sides. Bolsters. Box rods. Brakes and ratchets. Breast or neck yokes. Coupling poles or reaches. Doubletrees. Front or hind gear. Seat springs. Seats, with or without springs. Shafts. Singletrees or whiffletrees. Tongues or poles. Wagon irons, packed. Wheels, iron or wooden. L. C. L., ...	4
		Same, C. L., ...	6		Same, C. L., ...	6

78	24	Wire, iron or steel, plain, galvanized or tinned (not "coppered"), owners risk of wet and rust, in bundles or coils, or on reels, or packed in kegs, barrels or casks, including iron or steel telegraph or telephone wire, L. C. L., ...	6
		Same, C. L., min. wt. 30,000 lbs., ...	6
78	28	Fence Wire, barbed, straight, twisted or ribbon, in bundles or coils, or on reels, not packed, L. C. L., ...	6
		Same, packed in barrels, casks or kegs, L. C. L., ...	5
		Same, C. L., min. wt. 30,000 lbs., ...	6

ADDITIONS.

5	Crates, delivery wooden, not nested, tied in bundles or in crates	1
	Nested, tied in bundles or in crates.....	2
6	Lumber-Asbestos, viz:	
	Lumber, asbestos, including flat, hard sheating, not ornamented, polished nor shaped.	
	In boxes or crates, L. C. L., ...	4
	Loose or in packages, C. L., min. wt. 36,000 lbs.	6

3	Wire, iron or steel, plain galvanized or tinned (not "coppered"), owners' risk of wet and rust, in bundles or coils or on reels, or packed in kegs, barrels or casks, including iron or steel telegraph or telephone wire, L. C. L.	6
	Same, C. L., min. wt. 30,000 lbs.	3 of 6
4	Fence Wire, barbed, straight, twisted or ribbon, in bundles or coils, or on reels, not packed, L. C. L.	6
	Same, packed in barrels, casks or kegs, L. C. L.	5
	Same, C. L. minimum weight, 30,000 lbs. 3 of	6

ADDITIONS.

7	Lumber-Asbestos, viz:	
	Ornamental, polished or shaped:	
	In boxes or crates, L. C. L.	3
	Loose or in packages, C. L., minimum weight 36,000 lbs.	5
8	Tubes, boiler, L. C. L.	6
9	Tubes, boiler, C. L.	3 of 6
10	Wheel Rims, automobile, iron or steel, fitted with solid rubber tires, in packages	2

And the said Railroad Commissioners do further adopt said Supplement No. 2, as an amendment to or change in Classification No. 4, and Supplement No. 1, to Classification No. 4, to the extent herein stated.

It is, therefore, ordered and adjudged, that Supplement No. 2, to Classification No. 4, as hereinbefore set forth, be and the same is hereby prescribed and adopted for use in the State of Florida, as aforesaid, and that all railroads, railroad companies and common carriers doing business in the State of Florida, be and they are hereby directed and required to use, follow and abide by the said Supplement No. 2, with reference to all intra-state business to be done by them.

And it is further ordered and adjudged that the foregoing Supplement No. 2, to Classification No. 4, shall be printed and published in convenient form, and that the said Supplement No. 2, to Classification No. 4, shall be fully and completely indexed and the said index published with the said Supplement, and to be known as "Supplement No. 2, to Classification No. 4, of the Railroad Commission, State of Florida."

And it is further ordered and adjudged that the aforesaid amendment to Classification shall become effective the 10th day of October, 1917.

Done and ordered by the Railroad Commissioners of the State of Florida, in open session at their office in the City of Tallahassee, this the 31st day of August, A. D. 1917.

R. HUDSON BURR,
Chairman.

ORDER NO. 564,
FILE NO. 1573-T.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF PROPOSED CHANGES IN
CLASSIFICATION NO. 4, AND SUPPLEMENT NO.
1 TO CLASSIFICATION NO. 4.

Pursuant to Notice No. 143, dated the 15th day of May, 1917, the classification of Wrought Iron Pipe Joints or Fittings came on for consideration with other commodities, in the office of the Commissioners at Tallahassee, Florida, on the 20th day of June, 1917, and the appearances at this hearing were as shown in Order No. 563.

The several matters in the said Notice No. 143, were duly taken up and the Commissioners took evidence thereon, thereupon the said matters were taken under advisement.

And now on this day the matter of the classification of Wrought Iron Pipe Joints or Fittings came on for further consideration, and the Commissioners being fully advised in the premises, do hereby adopt for the use of all railroads, railroad companies and common carriers doing business in the State of Florida, the following change of classification to be known as "Supplement No. 3 to Classification No. 4, of the Railroad Commission, State of Florida," viz.:

FILE NO. 1573-T

SUPPLEMENT NO. 3
TO
CLASSIFICATION NUMBER 4
OF THE

RAILROAD COMMISSION, STATE OF FLORIDA.

CANCELS FLORIDA CLASSIFICATION NO. 4 AND SUPPLEMENT NO. 1 TO THE EXTENT STATED HERE
ISSUED SEPT. 17, 1917. EFFECTIVE OCT. 17, 1917.

Page	Item	NOW READS.	Class		Item	CHANGE TO READ	Class
46	1	IRON AND STEEL ARTICLES.				IRON AND STEEL ARTICLES.	
46	2	Pipe joints or fittings, viz:			1	Pipe joints or fittings, viz:	
	3	Wrought iron, in bags	3		2	Wrought iron, in bags.....	6
	4	Wrought iron, in kegs, barrels, casts, loose or wired together	6		3	Wrought iron, in kegs, barrels, casks, loose or wired together	6

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And the said Railroad Commissioners do further adopt said Supplement No. 3, as an amendment to or change in Classification No. 4, and Supplement No. 1, to Classification No. 4, to the extent herein stated.

It is, therefore, ordered and adjudged, that Supplement No. 3, to Classification No. 4, as hereinbefore set forth, be and the same is hereby prescribed and adopted for use in the State of Florida, as aforesaid and that all railroads, railroad companies and common carriers doing business in the State of Florida, be and they are hereby directed and required to use, follow and abide by the said Supplement No. 3, with reference to all intra-state business to be done by them.

And it is further ordered and adjudged that the foregoing Supplement No. 3, to Classification No. 4, shall be printed and published in convenient form, and to be known as "Supplement No. 3, to Classification No. 4, of the Railroad Commission, State of Florida."

And it is further ordered and adjudged that the aforesaid amendment to Classification shall become effective the 18th day of October, 1917.

Done and ordered by the Railroad Commissioners of the State of Florida, in open session at their office in the City of Tallahassee, this the 12th day of September, A. D. 1917.

R. HUDSON BURR,
Chairman.

ORDER NO. 565,
FILE NO. T-133.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF FILING REPORT ON LINES
AND STATIONS BY HASTINGS TELEPHONE
COMPANY.

Pursuant to Notice No. 151, dated the 10th day of

September, 1917, this matter came on for hearing before the Railroad Commissioners of the State of Florida, at their office in Tallahassee, Florida, on the morning of September 26th, at 10 o'clock, and it appeared that B. L. Brown, doing business as Hastings Telephone Company had been duly served with notice of said hearing, but failed to appear in response to said notice, whereupon, the Commissioners took the said matter under advisement.

And now on this day the said matter coming on for further and final consideration, and the Railroad Commissioners being fully advised in the premises, do find that the said B. L. Brown, doing business as Hastings Telephone Company, has been guilty of a violation of Section 18, of Chapter 6525 of the Laws of Florida, in that said Brown failed and refused to file with the said Commissioners, when required by them so to do, a report showing his lines and stations in operation on the 30th day of June, 1917.

Wherefore, it is considered, ordered and adjudged by the said Railroad Commissioners that the said B. L. Brown, doing business as Hastings Telephone Company has thereby incurred a penalty for such violation, which penalty is hereby fixed and imposed in the sum of One Hundred and Fifty (\$150.00) Dollars, which sum the said B. L. Brown is required to pay promptly to the State Treasurer, as provided by law.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, the Capital, this the 3rd day of October, A. D. 1917.

R. HUDSON BURR,
Chairman.

ORDER NO. 566,
FILE NO. T-238.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF DISCONTINUING TELE-
PHONE SERVICE TO EAST POINT.

Pursuant to Notice No. 150, dated the 8th day of September, 1917, this matter came on for hearing before the Railroad Commissioners of the State of Florida, at their office in the City of Tallahassee, Florida, at 3 o'clock in the afternoon, September 26th, 1917, and then and there appeared E. R. L. Moore, the G. & J. Telephone Company not appearing or filing any answer in response to said notice; and after hearing all who desired to be heard, the Commissioners took the said matter under advisement.

And now on this day the said matter coming on for further and final consideration, and the Railroad Commissioners being fully advised in the premises, do find that the telephone service furnished by the G. & J. Telephone Company to East Point ought not be discontinued.

It is therefore, considered, ordered and adjudged by the Railroad Commissioners of the State of Florida, that the application of the said G. & J. Telephone Company for authority to discontinue said service, be and the same is hereby denied.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in Tallahassee, the Capital, this 3rd day of October, A. D. 1917.

R. HUDSON BURR,

Chairman.

ORDER NO. 567,
FILE NO. T-240.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE REFUSAL OF FLORIDA
TELEPHONE COMPANY TO FURNISH TELE-
PHONE SERVICE, ETC.

Pursuant to Notice No. 153, dated the 13th day of September, 1917, this matter came on for hearing before the Railroad Commissioners of the State of Florida, at their office in the City of Tallahassee, on the 27th day of September, 1917, at 10 o'clock in the morning, and it appearing to the Commissioners that the said Florida Telephone Company had agreed to furnish telephone service to W. A. Zachary, and remove all discrimination in compensation for telephone service, the said agreement being satisfactory to the Railroad Commissioners.

It is therefore, considered, ordered and adjudged that the said matter be and the same is hereby dismissed.

Done and ordered by the Railroad Commissioner of the State of Florida, in session at their office in Tallahassee, the Capital, this 3rd day of October, A. D. 1917.

R. HUDSON BURR,
Chairman.

ORDER NO. 568,
FILE NO. T-234.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE ALLEGED VIOLATION
OF SECTION 3, OF CHAPTER 6525, OF THE LAWS
OF FLORIDA, BY MARIANNA TELEPHONE
EXCHANGE.

Pursuant to Notice No. 157, dated the 22d day of September, 1917, this matter came on for hearing before the

Railroad Commissioners of the State of Florida, at their office in the City of Tallahassee, on October the 3d, 1917, and then and there appeared the Marianna Telephone Exchange by W. C. Adams, its manager, but filed no answer under oath, as required by Section 2908 of the General Statutes of the State of Florida. There also appeared Jonah Barfield and C. L. Mears, representing the complainants; and after taking testimony of witnesses and hearing all who desired to be heard, the Commissioners took the said matter under advisement.

And now on this day the said matter coming on for further and final consideration, the Railroad Commissioners being fully advised in the premises, do find from the evidence adduced at the said hearing, that the said Marianna Telephone Exchange, a corporation, is guilty of a violation of Section 3, of Chapter 6525 of the Laws of Florida, in that it did fail to keep in good condition and repair, the facilities, instrumentalities and equipment furnished by it, thereby discontinuing a service to the public it had been rendering.

Wherefore, it is considered, ordered and adjudged by the said Railroad Commissioners that the said Marianna Telephone Exchange has thereby incurred a penalty for such violation, which penalty is hereby fixed and imposed in the sum of One Hundred and One Dollars (\$101.00), which sum the said Marianna Telephone Exchange is required to pay promptly to the State Treasurer, as provided by law.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in Tallahassee, the Capital, this the 4th day of October, A. D. 1917.

R. HUDSON BURR,
Chairman.

ORDER NO. 569,
FILE NO. T-215.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE ALLEGED VIOLATION
OF SECTIONS 3 AND 14 OF CHAPTER 6525 OF
THE LAWS OF FLORIDA BY JONAH BARFIELD.

Pursuant to Notice No. 155 dated the 22d day of September, 1917, this matter came on for hearing before the Railroad Commissioners of the State of Florida, at Tallahassee, on the 3d day of October, 1917, and Jonah Barfield appeared but filed no answer in writing under oath, as required by Section 2908 of the General Statutes of the State of Florida, and after taking testimony and hearing all who desired to be heard, the Commissioners took the matter under advisement.

And now on this date the said matter coming on for further and final consideration, the Commissioners being fully advised in the premises, do find from the evidence adduced at the said hearing, that the said Jonah Barfield is guilty of a violation of Section 3 of Chapter 6525 of the Laws of Florida, in that he did fail to keep in good condition and repair, the facilities, instrumentalities and equipment furnished by him, thereby discontinuing a service to the public which it had been receiving prior thereto. And also find that the said Jonah Barfield is guilty of a violation of Section 14, of Chapter 6525 of the Laws of Florida, in that he discontinued a telephone toll station in the town of Blountstown without the consent of the Railroad Commissioners.

Wherefore, it is considered, ordered and adjudged by the Railroad Commissioners of the State of Florida, that the said Jonah Barfield has thereby incurred a penalty for such violations, which said penalty is hereby fixed

and imposed in the sum of One Hundred and One Dollars (\$101.00), which the said Jonah Barfield is required to pay promptly to the State Treasurer, as provided by law.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in Tallahassee, the Capital, this the 4th day of October, A. D. 1917.

R. HUDSON BURR,
Chairman.

ORDER NO. 570,
FILE NO. T-216.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE RE-ESTABLISHMENT OF
TELEPHONE SERVICE BETWEEN BRISTOL AND
BLOUNTSTOWN.

Pursuant to Notice No. 156, dated the 22d day of September, 1917, this matter came on for hearing before the Railroad Commissioners of the State of Florida at Tallahassee on the 3d day of October, 1917; and then and there appeared Jonah Barfield and C. L. Mears, and after taking testimony of witnesses, and hearing all who desired to be heard, the Commissioners took the said matter under advisement.

And now on this day the said matter coming on for further and final consideration, and the Commissioners being fully advised in the premises, do find from the evidence adduced at the said hearing, that heretofore the lines of Jonah Barfield and Riverside Telephone Company have formed a continuous line of communication between the towns of Bristol and Blountstown, that by some means unknown to the Commissioners, the line was broken and the service interrupted. That thereafter the

said Jonah Barfield refused to re-connect the line leading from Bristol with the line leading to exchange of the Riverside Telephone Company at Blountstown, thereby depriving the patrons of the exchange at Bristol and the patrons of the exchange at Blountstown of the privilege of communicating with one another, and discontinuing a service which the public had prior thereto been receiving. That such connections between the exchange in Bristol, belonging to Jonah Barfield, and the exchange at Blountstown, belonging to the Riverside Telephone Company can reasonably be made, and that efficient service can be obtained and a necessity therefor exists.

Wherefore, it is considered, ordered and adjudged by the Railroad Commissioners that the said Jonah Barfield and the said Riverside Telephone Company are hereby required to make such connections between the said Bristol Exchange and the Blountstown Exchange, so that efficient service may be obtained over the said line when connected, and that messages be transferred over said line between Bristol and Blountstown. Should the said parties fail to agree upon rates and charges to be made over said line, the Commissioners will fix the same by order to be hereafter entered and served upon the said parties.

Done and ordered by the Railroad Commissioners of the State of Florida, in open session at their office in the City of Tallahassee, the Capital, this the 4th day of October, A. D. 1917

R. HUDSON BURR,
Chairman.

ORDER NO. 571,
FILE NO. 3925.

BEFORE THE RAILROAD COMMISSIONERS OF THE
STATE OF FLORIDA.

IN THE MATTER OF REDUCTION OF TRAIN SER-
VICE BY GEORGIA & FLORIDA RAILWAY.

Pursuant to Notice No. 148, dated the 1st day of September, 1917, this matter came on for hearing before the Railroad Commissioners of the State of Florida at the court house in Madison, Florida, on the 17th day of September, 1917, and then and there appeared the Georgia & Florida Railway by T. E. Harris, general freight and passenger agent, and G. F. Dickson, superintendent. There also appeared J. E. Hardee for the city of Madison and Judge Kelly for the county of Madison. After taking testimony of witnesses and hearing all who desired to be heard, the Commissioners took the said matter under advisement.

And now on this day the said matter coming on for further and final consideration, and the Railroad Commissioners being fully advised in the premises, do find from the evidence adduced at the said hearing, that the convenience and interest of the public requires that there shall be no reduction in train service by the Georgia & Florida Railway Company to and from Madison.

Wherefore, it is considered, ordered and adjudged by the Railroad Commissioners, that the petition of the Georgia & Florida Railway Company for reduction of train service to and from Madison be and the same is hereby denied.

Done and ordered by the Railroad Commissioners of

the State of Florida, in open session at their office in Tallahassee, the capital, this the 4th day of October, A. D. 1917.

R. HUDSON BURR,
Chairman.

ORDER NO. 572,
FILE NO. 3928.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF RATES ON COTTON IN THE
SEED BETWEEN POINTS ON SEABOARD AIR
LINE RAILWAY COMPANY AND MADISON.

Pursuant to Notice No. 154, dated the 13th day of September, 1917, this matter came on for hearing before the Railroad Commissioners of the State of Florida, at Tallahassee on the 4th day of October, 1917, and the Seaboard Air Line Railway Company appeared by C. A. Carpenter, its assistant general freight agent, who expressed a desire on behalf of the railway company, that the discrimination in rates on cotton in the seed between points on the Seaboard Air Line Railway Company and Madison be removed, and the Commissioners took the said matter under advisement.

And now on this day the said matter coming on for further and final consideration and the Railroad Commissioners being fully advised in the premises, do find that the rates on cotton in the seed between points on the Seaboard Air Line Railway Company and Madison, have heretofore been preferential to Madison as against other points on the Seaboard.

Wherefore, it is considered, ordered and adjudged by the Railroad Commissioners that the Seaboard Air Line Railway Company be, and it is hereby directed to remove said discrimination and preference in rates on cotton in

the seed between points on the Seaboard Air Line Railway Company and Madison.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in Tallahassee, the Capital, this 4th day of October, A. D. 1917.

R. HUDSON BURR,
Chairman.

ORDER NO. 573,
FILE NO. 3924.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF CHANGE AND DISCONTINU-
ING TRAINS BY THE SEABOARD AIR LINE
RAILWAY COMPANY.

Pursuant to Notice No. 147 dated the 31st day of August, 1917, this matter came on for hearing before the Railroad Commissioners of the State of Florida at the Court House in Gainesville, Florida, on the 18th day of September, 1917, and then and there appeared the Seaboard Air Line Railway Company by W. L. Stanley, assistant to the president; O. R. Teague, superintendent. There also appeared Dr. P. H. Rolfs, J. C. McCraw, Jr., T. C. Tipton, traffic manager, Jacksonville Traffic Bureau; C. D. Wood, Chas. Bauknight and M. Venable of Archer; J. E. Hughes, Dr. J. W. Turner and Y. H. Curchain of Cedar Keys; F. Phillips, J. N. Willis, S. L. Hodgson and ——— Hester, of Williston; E. A. Osborne, Morriston; K. G. Schofield, Iverness; T. J. McNeil, Raleigh; G. A. Boyd, W. N. Fugate and W. J. Epperson, Bronson; W. D. McArthur, Will McArthur, Geo. I. Smith and J. J. Willis, Montbrook and W. B. Taylor of Gainesville. After taking testimony of witnesses and hearing all who desired to be heard, the Commissioners took the said matter under advisement.

And now on this day the said matter coming on for further and final consideration, the Railroad Commissioners being fully advised in the premises, do find from the evidence adduced at the said hearing, that trains No. 20 and 21 between Jacksonville and Waldo should not be discontinued, and that no change should be made in the schedule of said trains. That trains No. 120 and 121 between Archer and Inverness should not be discontinued, and that no change should be made in the schedule of said trains. That trains No. 501 and 502 between Sarasota and Venice should be discontinued.

Wherefore, it is considered, ordered and adjudged by the said Railroad Commissioners that the application of the said Railway Company as to trains No. 20 and 21 and 120 and 121, be and the same is hereby denied. That the application as to trains No. 501 and 502, be and the same is hereby granted, and the Seaboard Air Line Railway Company is authorized to discontinue said trains No. 501 and 502.

Done and ordered by the Railroad Commissioners of the State of Florida, in open session at their office in Tallahassee, the capital, this the 4th day of October, A. D. 1917.

R. HUDSON BURR,
Chairman.

ORDER NO. 574,
FILE NO. T-234.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE RE-ESTABLISHMENT OF
TELEPHONE SERVICE BETWEEN MARIANNA
AND ALLIANCE.

Pursuant to Notice No. 158, dated the 22d day of September, 1917, this matter came on for hearing before the

Railroad Commissioners of the State of Florida, at Tallahassee on the 3d day of October, 1917, and then and there appeared Marianna Telephone Exchange by W. C. Adams, its manager, and there also appeared Jonah Barfield. After taking testimony and hearing all who desired to be heard, the Commissioners took the said matter under advisement.

And now on this day the said matter coming on for further and final consideration, and the Commissioners being fully advised in the premises, do find from the evidence adduced at the said hearing, that heretofore the lines of Marianna Telephone Exchange and Jonah Barfield have formed a continuous line of communication between the towns of Marianna and Alliance; that the same was disconnected by the act of the said W. C. Adams, acting in the capacity of manager of the Marianna Telephone Exchange, thereby depriving the patrons of the exchange at Marianna, and the patrons of the exchange at Alliance, of the privilege of communicating with one another, and discontinuing a service which the public had prior thereto been receiving. That such connections between the exchange of the Marianna Telephone Exchange of Marianna, and the Telephone Exchange of Jonah Barfield, at Alliance, can reasonably be made, and that efficient service can be obtained and a necessity therefor exists.

Wherefore, it is considered, ordered and adjudged by the Railroad Commissioners, that the said Marianna Telephone Exchange and the said Jonah Barfield, are hereby required to make such connections between the said exchange at Marianna and the exchange at Alliance, so that efficient service may be obtained over the said line when connected, and that messages be transferred over said line between Marianna and Alliance. Should the said parties fail to agree upon rates and charges to be made over said line, the Commissioners will

fix the same by order to be hereafter entered and served upon the said parties.

Done and ordered by the Railroad Commissioners of the State of Florida, in open session at their office in the City of Tallahassee, the Capital, this the 4th day of October, A. D. 1917.

R. HUDSON BURR,
Chairman.

ORDER NO. 575,
FILE NO. 3875.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

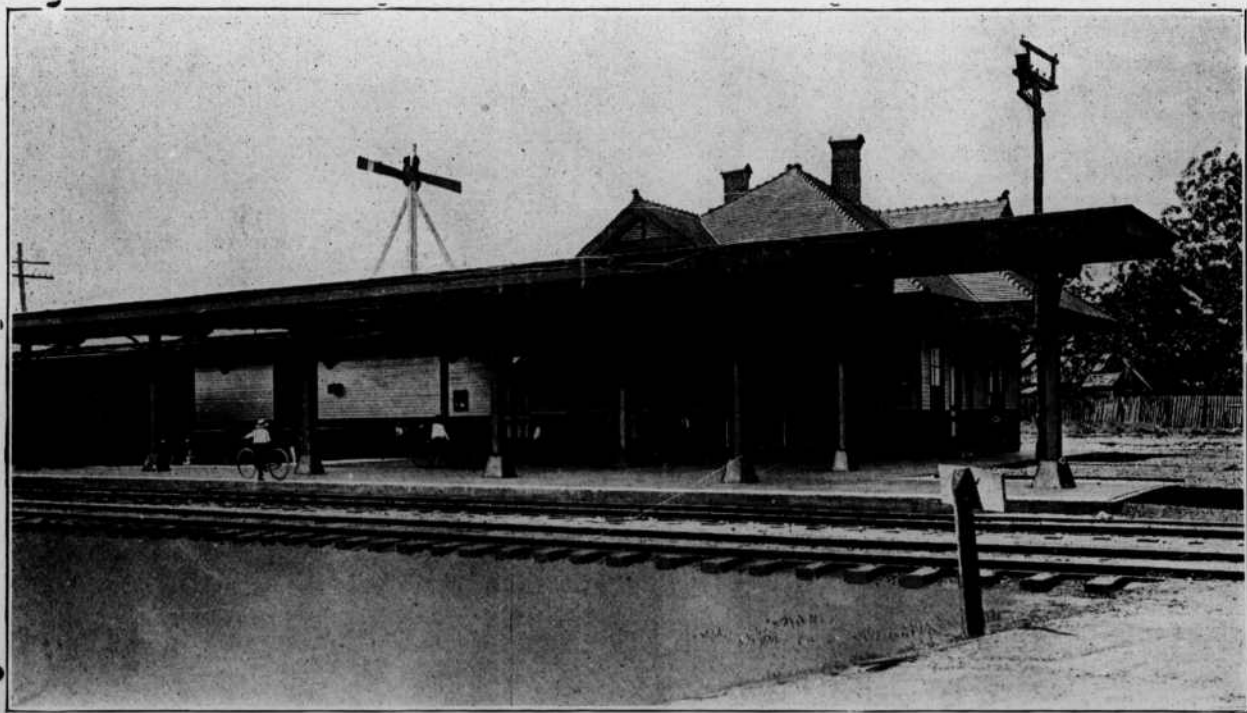
IN THE MATTER OF THE APPLICATION OF ST.
PETERSBURG TRANSPORTATION COMPANY
FOR AUTHORITY TO INCREASE RATES BE-
TWEEN TAMPA AND ELLENTON AND INTERME-
DIATE POINTS.

Pursuant to Notice No. 132, dated the eleventh day of December, 1916, this matter came on for hearing on the tenth day of January, 1917, before the Railroad Commissioners of the State of Florida in the Board of Trade rooms in the City of Tampa, Florida, and then and there appeared the following:

St. Petersburg Transportation Company, by H. M. Brockell, claim agent, and others, and C. S. Hoskins, representing Tampa Board of Trade.

The Commissioners heard the testimony of the witnesses and took the said matter under advisement.

Thereafter, pursuant to Notice No. 148, dated the twenty-seventh day of August, 1917, the matter came on for further hearing on the twenty-fifth day of September, 1917, before the Railroad Commissioners at Tallahassee, Florida, and then and there appeared the St. Petersburg



Combination Freight and Passenger Depot, Milton—L. & N. R. R.

Transportation Company, by C. P. Fuller, general manager, and H. M. Brockell, claim agent.

After hearing the testimony of the witnesses, the Commissioners took the said matter under advisement.

And now on this day the said matter coming on for further consideration, and the Commissioners being fully advised in the premises, do find from the evidence that the St. Petersburg Transportation Company should be authorized to increase rates between Tampa and Ellenton and intermediate points, as outlined in its petition therefor.

Wherefore, it is considered, ordered and adjudged by the Railroad Commissioners that the following schedule of rates between Tampa and Ellenton and the following intermediate points: Palmetto, Fla., Bradentown, Fla., Manatee, Fla., Manavista, Fla., Ellenton, Fla., Palma Sola, Fla., Anna Maria, Fla., Sneads Island, Fla., be, and the same is hereby allowed and prescribed, for the use of the St. Petersburg Transportation Company:

SCHEDULE OF RATES

IN CENTS: Per Hundred Pounds.													Per Bbl.	Per Ton	
1	2	3	4	5	6	A	B	C	D	E	H	K	F	L	M
25	23	23	22	22	22	20	12	10	10	20	20	13	15	1.10	1.30
Per Car							Per 100 Lbs.			Std. Crate 50 lbs.; Std. Bbl. or Sack Double Crate Rate				Per Standard Box, 80 Lb.	
N	O	P					R			V				G	
21.50	15.50	13.00					16			10				14	

The foregoing rates are not intended to apply to St. Petersburg or Pass-a-Grille, Fla.

It is further ordered that the rates hereby prescribed shall be effective on and after November 15th, 1917.

Done and ordered by the Railroad Commissioners of the State of Florida in open session at their office in the City of Tallahassee, the Capital, this the thirty-first day of October, A. D. 1917.

R. HUDSON BURR,
Chairman.

ORDER NO. 576,
FILE NO. 3958.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE APPLICATION OF THE
OCKLAWAHA VALLEY RAILROAD COMPANY
TO DISCONTINUE OPERATION.

Pursuant to Notice No. 162 dated the 12th day of November, 1917, this matter came on for hearing before the Railroad Commissioners of the State of Florida in the Court House in Ocala, Florida, November 14th, 1917, at 2 o'clock in the afternoon, and then and there appeared the Ocklawaha Valley Railroad Company by William Hooker, attorney and S. P. Hollinrake, vice president and general manager. There also appeared S. J. Hillburn, attorney for the Palatka Board of Trade; H. M. Hampton, attorney for the Ocala Board of Trade; E. Gnann, Bay Lake; W. J. Wilson, G. P. Bernard, A. O. Harper and H. M. Hutchinson, Ft. McCoy; T. I. Arnold, Oak; H. O. Hamm, Palatka; Walter Ray, Ocala, and many other citizens from various points on the line of road of the Ocklawaha Valley Railroad Company. After taking testimony of witnesses and hearing all who de-

sired to be heard, the Commissioners took the said matter under advisement.

And now on this day the said matter coming on for further and final consideration, and the Commissioners being fully advised in the premises, it is considered, ordered and adjudged by the Railroad Commissioners of the State of Florida, that the application of the Ocklawaha Valley Railroad Company to discontinue service be and the same is hereby denied.

Done and ordered by the Railroad Commissioners of the State of Florida, in open session at their office in the City of Tallahassee, the Capital, this the 16th day of November, A. D. 1917.

R. HUDSON BURR,
Chairman.

ORDER NO. 577,
FILE NO. T-244.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE APPLICATION FOR
INCREASE IN TELEPHONE RATES AT GAINES-
VILLE, FLORIDA.

Pursuant to Notice No. 149 dated the 1st day of September, 1917, this matter came on for hearing on the 18th day of September, 1917, before the Railroad Commissioners of the State of Florida, in the Court House in Gainesville, Florida, and then and there appeared the following:

Southern Bell Telephone & Telegraph Company by David Laird, general manager. There also appeared W. B. Taylor, P. H. Rolfs, H. H. McCreary, J. A. Goodwin and Frank Clark, Jr. The Commissioners heard the testimony of witnesses and took the said matter under advisement.

And now on this day the said matter coming on for further and final consideration, and the Commissioners being fully advised in the premises, do find from the evidence that the rates of the Southern Bell Telephone & Telegraph Company in Gainesville, Florida, should be fixed at the amounts hereinafter set forth.

Wherefore, it is considered, ordered and adjudged by the Railroad Commissioners of the State of Florida that the following schedule of rates for telephone service in Gainesville be and the same is hereby allowed, prescribed and required to be used and observed:

SCHEDULE OF RATES

CLASS OF SERVICE	Radius from Central Office	Unlimited Ser- vice Contracts. Rate (per Mo.) Payable in ad- vance.
Rates Inside Exchange Areas Wall Telephones.		
Business Flat Rate Special Line.....	1 Mile	\$3.50*
Business Flat Rate Special Line Jt. User.....	.....	1.00
Business Flat Rate Special Line Inward.....	1 Mile	2.00*
Business Flat Rate Two Party Line.....	1 Mile	3.00*
Business Flat Rate Two Party Line Jt. User.....	.....	1.00
Business Flat Rate 4 Party Line.....	2 Miles	3.00*
Business Flat Rate 4 Party Line Jt. User.....	.....	1.00
Long Distance Toll Terminal.....	1 Mile	2.00*
Business Extension Station .....	.....	1.00*
Business L. D. Cab .....	.....	.50*
Residence Flat Rate Special Line.....	1 Mile	2.00*
Residence Flat Rate Special Line Jt. User.....	.....	.50
Residence Flat Rate Two Party Line.....	2 Miles	1.50*
Residence Flat Rate Two Party Line Jt. User.....	.....	.50
Residence Flat Rate 4 Party Line.....	2 Miles	1.50*
Residence Flat Rate 4 Party Line Jt. User.....	.....	.50*
Residence Extension Station .....	.....	1.00*
Residence L. D. Cab.....	.....	.50*

Desk Telephones.

For desk telephones instead of wall telephones add 25c to above rates marked with an asterisk, thus (*).

Rates Outside Above Exchange Areas.

Add 42c per line per month to above rates for special, two-party and four-party line service for each one-quarter mile or fraction thereof beyond the above radii, or areas. This charge to be pro rated between two-party and four-party line stations when applied thereto. This charge applies in like manner to Multi-Party Line Service Outside the Exchange Areas, prorated between stations, with basic charges the same as shown above for Four Party Line Service. This charge also applies in like manner to Business Long Distance Toll Terminal Service.

Miscellaneous Rates.

Business or Residence Extension Bell.....	.25
Business or Residence Extension Gong....	.50
Business or Residence Additional Listing in Directory	3.00 per Yr.
Business or Residence Additional Line in Directory	3.00 per Yr.

It is further ordered that the rates hereby prescribed shall be effective on and after the 1st day of January, 1918.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in Tallahassee, the Capital, this the 20th day of November, A. D. 1917.

R. HUDSON BURR,
Chairman.

ORDER NO. 578,
FILE NO. 3792.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE APPLICATION OF
GEORGIA, FLORIDA & ALABAMA RAILWAY
COMPANY TO CHANGE CLASSIFICATION OF
STABLE MANURE.

In pursuance of Notice No. 152, dated the 13th day of September, 1917, this matter came on for hearing before the Railroad Commissioners of the State of Florida at their office in the City of Tallahassee on the 30th day of October, 1917, and then and there appeared the following:

C. J. Acosta, freight traffic manager, and C. R. Alvarez, commercial agent of the Georgia, Florida & Alabama Railway.

And now on this day the said matter came on for further and final consideration, and the Commissioners being fully advised in the premises, do find that the application of the Georgia, Florida & Alabama Railway in the above matter should be approved.

It is therefore, considered, ordered and adjudged by the Railroad Commissioners of the State of Florida that the Georgia, Florida & Alabama Railway be, and it is hereby authorized to cancel its supplement to Florida Classification No. 4 which carries rating of Class P per car of 30,000 pounds on Stable Manure, and to substitute in lieu thereof rating of three-fourths of Class M, carload minimum weight 24,000 pounds, as carried in Classification No. 4 of the Railroad Commissioners of the State of Florida.

It is further ordered that the change herein authorized shall be effective on and after December 5th, 1917.

Done and ordered by the Railroad Commissioners of the State of Florida, in open session at their office in the City of Tallahassee, the Capital, this the 1st day of December, 1917.

R. HUDSON BURR,
Chairman.

ORDER NO. 579,
FILE NO. 3960.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE APPLICATION OF SEABOARD AIR LINE RAILWAY COMPANY TO PUBLISH THE SAME CLASS RATES BETWEEN TAMPA AND YBOR CITY, FLA., AND MANATEE RIVER POINTS AS ARE NOW AUTHORIZED FOR THE USE OF THE ST. PETERSBURG TRANSPORTATION COMPANY.

Pursuant to Notice No. 161, dated the 13th day of November, 1917, this matter came on for hearing on the 26th day of November, 1917, before the Railroad Commissioners of the State of Florida at their office in the City of Tallahassee at 10 o'clock in the morning, at which time and place all interested parties were given an opportunity to be heard.

And now on this day the said matter coming on for further consideration, and the Commissioners being fully advised in the premises, do find from the evidence that the Seaboard Air Line Railway Company should be authorized to publish between Tampa and Ybor City, Fla., and Manatee River points the same class rates as have been authorized for the use of the St. Petersburg Transportation Company.

Wherefore, it is considered, ordered and adjudged by

the Railroad Commissioners that the following schedule of class rates between Tampa and Ybor City, Fla., and the following Manatee River points:

Atwood Junction, Fla., Wiggins, Fla., Tallavast, Fla., Sarasota, Fla., Manatee, Fla., Oneco, Fla., Shell Beach, Fla., Rubonia, Fla., Bradentown Junction, Fla., Sanders, Fla., Coarsey, Fla., Armstrong, Fla., Terra Ceia, Fla., Ellenton, Fla., Palmetto, Fla., Bradentown, Fla., Manavista, Fla., Fruitville, Fla., be and the same is hereby allowed and prescribed for the use of the Seaboard Air Line Railway Company:

SCHEDULE OF RATES.

IN CENTS: Per Hundred Pounds.													Per Bbl.	Per Ton	
1	2	3	4	5	6	A	B	C	D	E	H	K	F	L	M
25	23	23	22	22	22	20	12	10	10	20	20	13	15	1.10	1.30
Per Car							Per 100 Lbs.			Std. Crate 50 lbs.; Std. Bbl. or Sack Double Crate Rate				Per Standard Box, 80 Lb.	
N	O	P					R			V				G	
21.50	15.50	13.00					16			10				14	

It is further ordered that the rates hereby prescribed shall be effective on and after December 15th, 1917.

Done and ordered by the Railroad Commissioners of the State of Florida in open session at their office in the City of Tallahassee, the Capital, this the first day of December, A. D. 1917.

R. HUDSON BURR,
Chairman.

ORDER NO. 580,
FILE NO. T-191.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF THE APPLICATION OF
PENINSULAR TELEPHONE COMPANY TO
CHANGE ITS TELEPHONE RATES IN LAKE-
LAND.

Pursuant to Notice No. 159, dated the 3rd day of October, 1917, this matter came on for hearing on the 6th day of November, 1917, before the Railroad Commissioners of the State of Florida, at the Council Chamber, in the City of Lakeland, Florida, and then and there appeared the Peninsular Telephone Company by W. G. Brorein, president and general manager; A. B. Stuart, auditor; J. F. Vaughn, superintendent outside construction; A. B. Leonard, manager at Lakeland; J. J. Lunsford, attorney; A. B. Jordan, superintendent of equipment. There also appeared J. H. Peterson, Edwin Spencer and other citizens. After taking testimony of witnesses and hearing all who desired to be heard, the Commissioners took the said matter under advisement.

And now on this day the said matter coming on for further and final consideration, and the Commissioners being fully advised in the premises, do find from the

evidence that the rates of the Peninsular Telephone Company in Lakeland, should be fixed at the amounts hereinafter set forth.

Wherefore, it is considered, ordered and adjudged by the Railroad Commissioners of the State of Florida that the following schedule of rates for telephone service in Lakeland be and the same is hereby allowed, prescribed and required to be used and observed:

(Exchange Area is the City Area.)

Class of Service.	Rate per month for Unlimited Service Under Twelve Months Contracts.
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RATES INSIDE EXCHANGE AREA.

Wall Telephones.

Business flat rate, 1 party line.....	\$3.50* per station
Business flat rate, 1 party line, joint user	1.00 each
Business flat rate, 2 party line.....	3.00* per station
Business flat rate, 2 party line, joint user	1.00 each
Business flat rate, 4 party line.....	2.50* per station
Business flat rate, 4 party line, joint user	1.00 each
Business flat rate, extension station....	1.00* per station
Residence flat rate, one party line.....	2.00* per station
Residence flat rate, 1 party line, joint user	.75 each
Residence flat rate, 2 party line.....	1.75* per station
Residence flat rate, 2 party line, joint user	.50 each
Residence flat rate, 4 party line.....	1.50* per station
Residence flat rate, 4 party line, joint user	.50 each
Residence flat rate, extension station..	1.00* per station

Desk Telephones.

For desk telephones instead of wall telephones add 25c to all rates marked with an asterisk, thus (*).

RATES OUTSIDE EXCHANGE AREA OR CONTINUOUS RURAL RATES.

Add 42c per line per month to above rates for one, two and four party line service for each 1-4 mile or fraction thereof beyond the exchange area. This charge to be prorated between two and four party line stations when applied thereto. This charge applies in like manner to multi-party line service outside the exchange area, prorated between stations, with basic charges the same as shown above for four party line service.

MISCELLANEOUS RATES.

Business or residence extension bell, 25 cents each per month.

Business or residence extension gong, 50 cents each per month.

Business or residence additional listing in directory, \$3.00 each per year.

Business or residence additional line in directory, \$3.00 each per year.

INTERCOMMUNICATING SYSTEMS.

Trunk line and original station, \$3.50* per month.

Extension stations, each \$1.25* per month.

Additional trunk lines, \$3.00* per month.

PRIVATE BRANCH EXCHANGES.

In accordance with special contract in each case which shall be submitted to the Commissioners and their approval thereof received before service is rendered thereunder.

It is further ordered that the rates hereby prescribed shall be effective on and after the 1st day of January, 1918.

Done and ordered by the Railroad Commissioners of the State of Florida, in open session at their office in the City of Tallahassee, the Capital, this the 11th day of December, A. D. 1917.

R. HUDSON BURR,
Chairman.

ORDER NO. 581,
FILE NO. T-168.

BEFORE THE RAILROAD COMMISSIONERS OF THE
STATE OF FLORIDA.

IN THE MATTER OF APPLICATION OF WEST PALM
BEACH TELEPHONE COMPANY FOR AUTHORITY
TO INCREASE RATES.

Pursuant to Notice No. 180, dated the 31st day of October, 1917, this matter came on for hearing on the 22d day of November, 1917, before the Railroad Commissioners of the State of Florida, in the court house in West Palm Beach, and then and there appeared the West Palm Beach Telephone Company by M. E. Gruber, president, and Charles M. Gruber, manager. There also appeared Joe L. Earman. After taking testimony of witnesses and hearing all who desired to be heard, the Commissioners took the said matter under advisement.

And now on this day the said matter coming on for further and final consideration, and the Commissioners being fully advised in the premises, do find from the evidence that the rates of the West Palm Beach Telephone Company in West Palm Beach and Palm Beach, Florida, should be fixed at the amounts hereinafter set forth.

Wherefore, it is considered, ordered and adjudged by the Railroad Commissioners of the State of Florida that the following schedule of rates for telephone service in West Palm Beach and Palm Beach be and the same is

hereby allowed, prescribed and required to be used and observed:

West Palm Beach exchange area is the city area of West Palm Beach, Florida. Palm Beach exchange area is the area within a radius of one mile from the north-west corner of Royal Palm Way and the county road in Palm Beach, Florida.

RATES INSIDE EXCHANGE AREA OF WEST PALM BEACH, FLA.

	Rate per month for unlimited service under 12 months contract.
Class of Service.	

Wall Telephones.

Business flat rate one party line	\$4.00*	per station
Business flat rate 1 party line joint user	1.33	each
Business flat rate 2 party line	3.50*	per station
Business flat rate 2 party line joint user	1.16	each
Business flat rate 4 party line.....	3.00*	per station
Business flat rate 4 party line joint user	1.00	each
Business flat rate extension station....	1.00*	per station
Residence flat rate 1 party line.....	2.50*	per station
Resid'ce flat rate 1 party line joint user	.83	each
Resid'ce flat rate 2 party line	2.25*	per station
Resid'ce flat rate 2 party line joint user	.75	each
Resid'ce flat rate 4 party line.....	2.00*	per station
Resid'ce flat rate 4 party line joint user	.66	each
Resid'ce flat rate extension station	1.00*	per station

Desk Telephones.

For desk telephones instead of wall telephones, add 25c to above rates marked with an asterisk, thus (*).

RATES INSIDE EXCHANGE AREA OF PALM BEACH, FLA.

Wall Telephones.

Business flat rate, 1 party line.....	\$5.00*	per station
Business flat rate, 1 party line joint user	1.66	each

Business flat rate, 2 party line	4.50* per station
Business flat rate 2 party line joint user	1.50 each
Business flat rate, 4 party line	4.00* per station
Business flat rate, 4 part line joint user	1.33* each
Business flat rate, extension station	1.00* per station
Residence flat rate, 1 party line.....	3.33* per station
Resid'ce flat rate, 1 party line joint user	1.11 each
Resid'ce flat rate, 2 party line	2.75* per station
Resid'ce flat rate, 2 part line joint user	.91 each
Resid'ce flat rate, 4 party line	2.50* per station
Resid'ce flat rate, 4 party line joint user	.83 each
Resid'ce flat rate, extension station	1.00* per station

Desk Telephones.

For desk telephones instead of wall telephones add 25c to above rates marked with an asterisk, thus (*).

RATES OUTSIDE EXCHANGE AREAS OF WEST PALM BEACH, FLORIDA, AND PALM BEACH, FLORIDA, OR CONTIGUOUS RURAL RATES.

Add 42c per line per month to above rates for one, two and four party line service for each 1-4 mile or fraction thereof beyond the exchange area. This charge to be pro rated between two and four party line stations when applied thereto. This charge applies in like manner to multi-party line service outside the exchange area, pro rated between stations with basic charges the same as shown above for four party line service.

MISCELLANEOUS RATES.

Business or residence extension bell, 25c each per mo.

Business or residence extension gong, 50c each per mo.

Business or residence additional listing in directory, \$3.00 each per year.

Business or residence additional line in directory, \$3.00 each per year.

PRIVATE BRANCH EXCHANGES.

In accordance with special contract in each case which shall be submitted to the Commissioners and their approval thereof received before service is rendered thereunder.

SEASON RATES.

The season rate for each of above classes of service is three-quarters of the yearly rate for the same class of service.

MOVING CHARGES—INSIDE EXCHANGE AREAS.

Moving station from one location to another in same room \$1.00. Moving station from one room to another in the same building \$2.00. Moving station from one building to another \$3.00. These charges are not to be made when subscriber has paid for service over the station for the complete term of his contract at the old location and signs a similar contract for service over the station at the new location thereof, but under these conditions the station is to be moved without charge.

MOVING CHARGES—OUTSIDE EXCHANGE AREAS.

Charges for moving stations outside the exchange areas are to be made at actual cost.

It is further ordered that the rates hereby prescribed shall be effective on and after the 1st day of January, 1918.

Done and ordered by the Railroad Commissioners of the State of Florida, in open session at their office in the city of Tallahassee, the Capital, this the 11th day of December, A. D. 1917.

R. HUDSON BURR,
Chairman.

ORDER NO. 582,
FILE NO. 3738-A.

BEFORE THE RAILROAD COMMISSIONERS OF THE
STATE OF FLORIDA.

IN THE MATTER OF TEMPORARY SUSPENSION OF
CLASS P RATES.

Whereas, the Railroad Commissioners of the State of Florida did, on the 22nd day of December, 1915, make and enter Order No. 504, in and by which said order Class P Rates as prescribed by Order No. 431 were suspended as to the carriers mentioned in said Order No. 504 until and including the 31st day of December, 1916, and the carriers mentioned were authorized and allowed to continue in force during the period mentioned, the Class P Rates which were in force and effect on said carriers on the date that Order No. 431 became effective; and

Whereas, thereafter, to-wit, on the 28th day of December, 1916, the Railroad Commissioners of the State of Florida did make and enter Order No. 537, in and by which said order Class P Rates as prescribed by Order No. 431 were further suspended as to the carriers mentioned in said Order No. 537 until and including the 31st day of December, 1917; and

Whereas, it is desirable to further suspend the operation of the rates prescribed by Order No. 431, until and including the 31st day of December, 1918, as to the carriers hereinafter named, and the matter having been fully considered by the Railroad Commissioners,

It is ordered and adjudged that the Class P Rates fixed by Order No. 431 be, and they are hereby further suspended until and including the 31st day of December, 1918, as to the following named carriers:

Apalachicola Northern R. R. Company.

Atlanta & St. Andrews Bay Ry. Company.

Birmingham, Columbus & St. Andrews R. R. Company.
 Florida, Alabama & Gulf R. R. Company.
 Gulf, Florida & Alabama Railway Company.
 Ocklawaha Valley Railroad Company.
 South Georgia Railway Company.
 Tampa & Jacksonville Railway Company.
 Madison Southern Railway.
 Marianna & Blountstown Railway.
 Ocala & Southwestern R. R.
 Georgia & Florida Railway.
 Fellsmere Railroad.

And said carriers are authorized and allowed to continue in force during said period the Class P Rates which were in force and effect on the date that said Order No. 31 became effective.

It is further ordered that for the period aforesaid the Class P Rates in force and effect on the Pensacola, Mobile & New Orleans Railway Company shall be as follows:

10 miles and over	\$12.00
20 miles and over 10 miles	14.40
30 miles and over 20 miles	19.20

It is further ordered that after the 31st day of December, 1918, this order shall no longer be effective, and the Class P Rates prescribed in Order No. 431 will then be in full force and effect as to all of the aforesaid carriers.

Done and ordered by the Railroad Commissioners of the State of Florida in session at their office in the city of Tallahassee, the Capital, this 11th day of December, A. D. 1917.

R. HUDSON BURR,
 Chairman.

ORDER NO. 583.

FILE NO. 3975.

THE RAILROAD COMMISSION OF THE STATE
OF FLORIDA.

Tallahassee, Fla., Jan. 11, 1918.

TO ALL COMMON CARRIERS BY RAIL, AND SHIP-
PERS AND RECEIVERS DOING BUSINESS IN
THE STATE OF FLORIDA:

Hon. W. G. McAdoo, director general of railroads, has issued Order No. 3, which prescribes that effective Jan. 21, 1918, Demurrage Rules, Regulations and Charges shall be changed so as to provide, in part, as follows:

"A. (1) Forty-eight hours (two days) free time for loading or unloading on all commodities.

"(2) Twenty-four hours (one day) free time on cars held for any other purpose permitted by tariff.

"B. Demurrage charges per car per day or fraction of a day until car is released, as follows: Three dollars for the first day, \$4.00 for the second day, and for each succeeding additional day the charge to be increased \$1.00 in excess of that for the preceding day until a maximum charge of \$10.00 per car per day shall be reached on the eighth day of detention beyond free time, the charge thereafter to be \$10.00 per car per day or fraction thereof."

The director general has asked the Florida Railroad Commission to cooperate with him in the enforcement of this order, and this is to advise you that until further notice the foregoing charges will be applicable to intra-state business in the State of Florida, effective Jan. 21, 1918.

Carriers will see that the widest possible publicity is given to the order, particularly with reference to shippers and receivers at non-agency stations.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, this the 11th day of January, A. D. 1918.

R. HUDSON BURR,
Chairman.

ORDER NO. 584,
FILE NO. 3971.

BEFORE THE RAILROAD COMMISSIONERS OF THE
STATE OF FLORIDA.

IN THE MATTER OF BOAT SERVICE TO EAST
POINT.

Pursuant to Notice No. 165 dated the 21st day of December, 1917, this matter came on for hearing before the Railroad Commissioners of the State of Florida, at their office in the city of Tallahassee, on December 31, 1917, at 3 o'clock in the afternoon, and the Georgia, Florida & Alabama Railway Company through its general manager, R. B. Coleman, having requested a continuance of said hearing to January 11, 1918, at 7:00 p. m., at Carrabelle, Florida, the same was postponed for further hearing.

Pursuant to such postponement, the said matter came on the further consideration on the 11th day of January, 1918, at 7:00 p. m. at Carrabelle, there being present Commissioners Burr and Dunn. Representing the Georgia, Florida & Alabama Railway Company was Mr. R. B. Coleman, general manager. There appeared for petitioners Hon. E. R. L. Moore. The Commissioners examined under oath Mr. D. H. Brown, a resident of East Point, and Mr. L. L. Allen, of Carrabelle, a former mate of the steamboat Crescent City, also Mr. E. R. L. Moore. All of these witnesses were cross-examined by Mr. Coleman. Whereupon the Commissioners took a recess until 11:15 on the morning of January 12th, when they examined under oath on board the steamboat Crescent City, the captain, mate

and engineer of said steamboat, who were also cross-examined by Mr. Coleman, and the Commissioners took the said matter under advisement.

And now on this date the said matter coming on for further and final consideration, and the Commissioners being fully advised in the premises, do find that prior to the 5th day of July, 1916, the Georgia, Florida & Alabama Railway maintained a regular schedule to East Point, and had received and discharged freight and passengers at said place. That said East Point had been established as a regular station by the Carrabelle, Tallahassee & Gulf Railroad prior to the acquisition of said railroad by Georgia, Florida & Alabama Railway Company, and that prior to said date in July, 1916, had been a regular stop for the steamboat running between Apalachicola and Carrabelle. The Commissioners further find that settlement at East Point had been encouraged by the Carrabelle, Tallahassee & Gulf Railroad, and that a fish and oyster business had been established at East Point, and that said business has grown since the acquisition of said Carrabelle, Tallahassee & Gulf Railroad by the Georgia, Florida & Alabama Railway Company. The Commissioners further find that the dock at East Point was destroyed by a storm of July 5, 1916, and the steamboat running between Apalachicola and Carrabelle, not having any other facilities for landing, was, upon application to this Commission, granted permission to temporarily suspend its stop at East Point, but that it has been receiving and discharging freight and passengers in the bay off East Point, which we consider dangerous. The Commissioners further find that the dock has been rebuilt at East Point, but that the Georgia, Florida & Alabama Railway Company refuses to resume its stop at said dock as theretofore, thereby discontinuing a service to the public it had been rendering.

Wherefore, it is considered, ordered and adjudged that

you, the Georgia, Florida & Alabama Railway Company, re-establish and resume the freight and passenger service to East Point by your steamboat running between Apalachicola and Carrabelle, that existed prior to the destruction of the dock at East Point, and that you establish a landing and make a stop at East Point and receive and discharge freight and passengers at the dock at said East Point each week day, Sunday excepted, and that you render the same service or equal service at said East Point that was furnished by you prior to the destruction of the dock at said East Point.

It is further ordered that this order be fully complied with on or before the 28th day of January, 1918.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the city of Tallahassee, this, the 17th day of January, A. D. 1918.

R. HUDSON BURR,
Chairman.

ORDER NO. 585,
FILE NO 3974.

THE RAILROAD COMMISSIONERS OF THE STATE
OF FLORIDA.

IN THE MATTER OF AMENDMENT OF RULE 25 OF
THE FREIGHT RULES.

To All Railroads and Railroad Companies Doing An Intrastate Business in the State of Florida:

Pursuant to Notice No. 167, dated the 7th day of January, 1918, this matter came on for hearing on the 19th day of January, 1918, before the Railroad Commissioners of the State of Florida at their office in the city of Tallahassee at 10 o'clock in the morning, at which time and place all interested parties were given an opportunity to be heard, and the said matter was thereupon taken under advisement.

And now on this day the said matter coming on for final consideration, and the Railroad Commissioners being fully advised in the premises, it is considered, ordered and adjudged that Rule 25 of the Rules Governing the Transportation of Freight, heretofore adopted and promulgated by the Railroad Commissioners of the State of Florida be and the same is hereby amended so as to read as follows:

"25. When any car of lumber or other forest products is loaded in excess of 110% of its marked carrying capacity the excess may be charged for at double the lumber or other forest products rate, as the case may be; but any railroad company may refuse to transport any car of lumber or other forest products loaded in excess of 110% of its marked carrying capacity, and may transfer such excess to another car and require the consignee to pay the expense of transferring it, and shall transport such excess at the regular lumber or forest products rate."

And it is further ordered that the said rule as amended shall become effective on and after the 4th day of February, 1918.

Done and ordered by the Railroad Commissioners of the State of Florida in session at their office in the city of Tallahassee, the Capital, this 22nd day of January, A. D. 1918.

R. HUDSON BURR,
Chairman.

ORDER NO. 586,
FILE NO. T-228.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF CONTEMPT PROCEEDINGS
AGAINST Z. D. ADAIR, GENERAL MANAGER,
PONCE DE LEON TELEPHONE COMPANY.

This matter came on for hearing on the 8th day of January, 1918, at 10 o'clock in the morning, pursuant to Notice No. 164, issued on the 19th day of December, A. D. 1917, and Mr. Z. D. Adair appeared in person, and after full hearing the said matter was taken under advisement.

And now on this date the said matter coming on for final consideration and the Commissioners being fully advised in the premises, do find that the said Z. D. Adair had within a very few days after the issuance of Notice No. 164, furnished the Commission with the names and addresses of all persons receiving telephone service from the Ponce de Leon Telephone Company, who had not paid a regular rental charge therefor, and the said Z. D. Adair, having explained to the Commissioners at said hearing that at the time of the receipt of said notice he was making every effort possible to ascertain the names of these parties, said parties not being known to him, as he had recently purchased the property of the Ponce de Leon Telephone Company, and assumed its management; wherefore, the Commissioners shall not hold the said Z. D. Adair in contempt, and the proceeding is hereby dismissed.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, the Capital, this 8th day of February, A. D. 1918.

R. HUDSON BURR,
Chairman.

ORDER NO. 587,
FILE NO. T-228.

BEFORE THE RAILROAD COMMISSIONERS OF
THE STATE OF FLORIDA.

IN THE MATTER OF DISCRIMINATION IN RATES
AND SERVICE BY PONCE DE LEON TELEPHONE
COMPANY, AND TERMINATION OF CERTAIN
CONTRACTS.

Pursuant to Notice No. 166, dated the 24th day of December, 1917, this matter came on for hearing before the Railroad Commissioners of the State of Florida, at their office in the City of Tallahassee, on the 8th day of January, 1918, at 10 o'clock in the morning, and the Ponce de Leon Telephone Company appeared by Z. D. Adair, its manager. There also appeared at said hearing John Neel for himself and Ray Neel; John F. Flournoy, and B. H. Lindsay for himself and all other parties named in said notice not appearing in person. All of these witnesses were examined by the Commissioners, and were permitted to make such statements as they considered necessary, and the Commissioners took the said matter under advisement.

And now on this date the said matter coming on for further and final consideration, and the Commissioners being fully advised in the premises, do find from the evidence adduced at said hearing, that heretofore, the Ponce de Leon Telephone Company has been making a discrimination in rates and rendering free telephone service to: J. W. Johnson, B. H. Lindsay, D. L. Green, J. McGaughlin, Ray Neel, John Neel, Jeff Ward, C. D. Frink, John F. Flournoy, Green Brothers, J. Z. Mayo, Dr. J. W. Bertram, Walker Green, that such free service is rendered to such parties upon certain contracts made with said par-

ties by the predecessor of the present owners of the Ponce de Leon Telephone Company, which contracts are recognized to be in force by the present owners of the said Telephone Company, and that the said free service so rendered is discriminatory and illegal.

Wherefore, it is considered, ordered and adjudged, that you, the Ponce de Leon Telephone Co., do and you are hereby directed to terminate and cancel all of said contracts and cease rendering such free telephone service to the above named parties, and that you shall collect and receive for any services rendered to above named parties the same fees and compensation for such services as is applicable to such service if extended to any other person or corporation.

It is further ordered that this order be fully complied with on or before the 1st day of April, 1918.

Done and ordered by the Railroad Commissioners of the State of Florida, in session at their office in the City of Tallahassee, the Capital, this 20th day of February, A. D. 1918.

R. HUDSON, BURR,
Chairman.

ORDER NO. 588,
FILE NO. 3983.

IN THE MATTER OF STORAGE RULES ON BAG-
GAGE FOR THE SEABOARD AIR LINE RAILWAY.

THE RAILROAD COMMISSIONERS OF THE STATE
OF FLORIDA, TO THE SEABOARD AIR LINE
RAILWAY.

Pursuant to Notice No. 170, dated the 31st day of January, 1918, this matter came on for hearing on the 19th day of February, 1918, before the Railroad Commissioners of the State of Florida at their office in the city of

Tallahassee at 3 o'clock in the afternoon, at which time and place all interested parties were given an opportunity to be heard, and the said matter was thereupon taken under advisement.

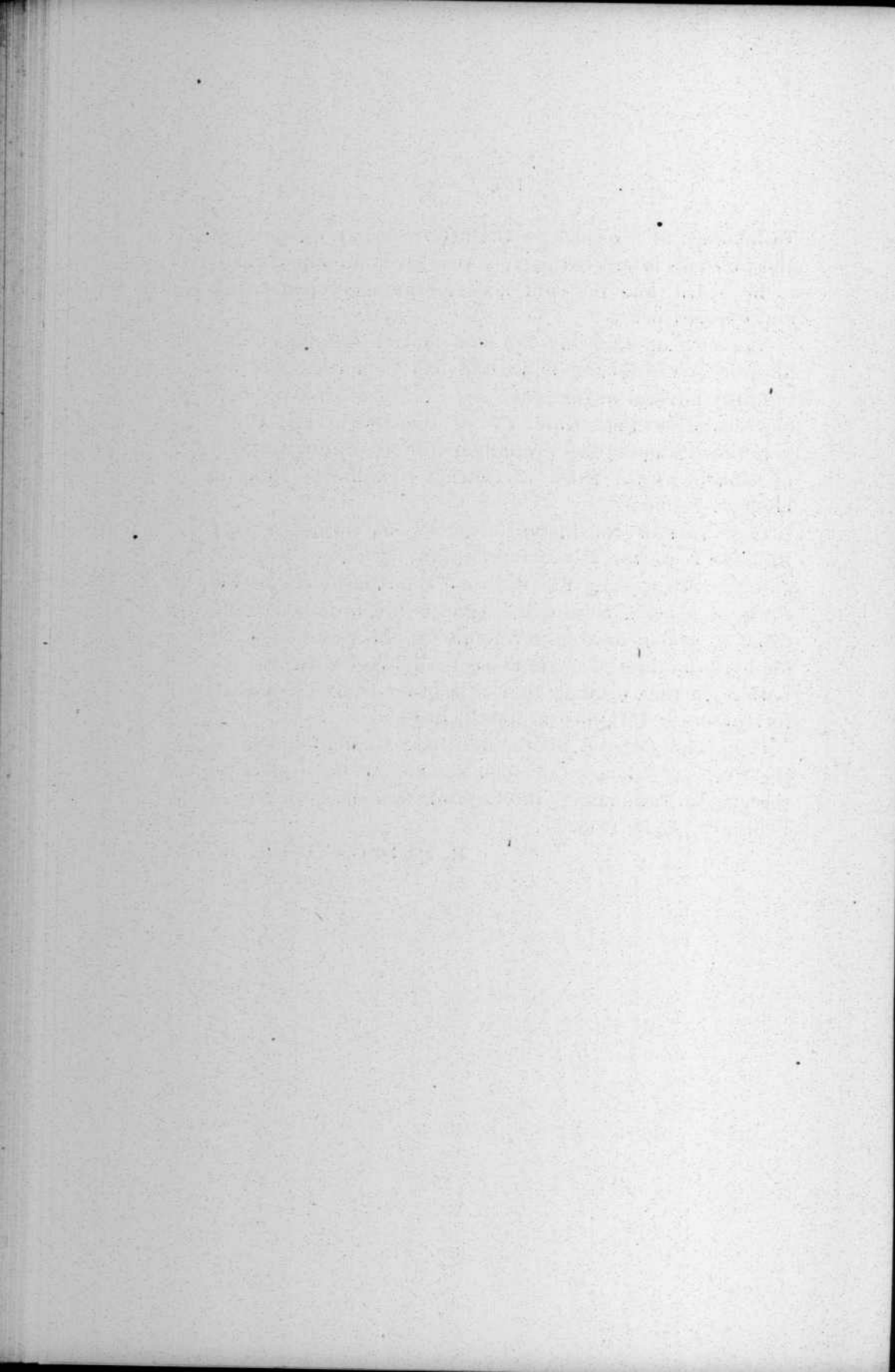
And now on this day the said matter coming on for final consideration, and the Railroad Commissioners being fully advised in the premises, it is considered, ordered and adjudged that Rule XV of the Demurrage Rules heretofore adopted and promulgated by the Railroad Commissioners of the State of Florida be and the same is hereby rescinded.

It is further considered, ordered and adjudged that Rule XIV of the Demurrage Rules heretofore adopted and promulgated by the Railroad Commissioners of the State of Florida be and the same is hereby made applicable to traffic moving intrastate in the State of Florida over the lines of the Seaboard Air Line Railway.

It is further ordered that this order shall become effective on the 15th day of March, 1918.

Done and ordered by the Railroad Commissioners of the State of Florida, in open session at their office in the city of Tallahassee, the Capital, this the 20th day of February, A. D. 1918.

R. HUDSON BURR,
Chairman.



RULES AND REGULATIONS

For the Government of the Transportation of Persons and Property by Common Carriers in Florida, as Revised to Date.

RAILROAD COMMISSION, STATE OF FLORIDA.

TALLAHASSEE, FLA., MARCH 1, 1918.

The following Rules and Regulations are prescribed for the government of the transportation of persons and property by the railroad companies and common carriers doing business wholly or in part within the State of Florida, all others conflicting herewith being hereby repealed.

R. HUDSON BURR, *Chairman,*
NEWTON A. BLITCH,
ROYAL C. DUNN,

Commissioners.

LEWIS G. THOMPSON, *Secretary.*

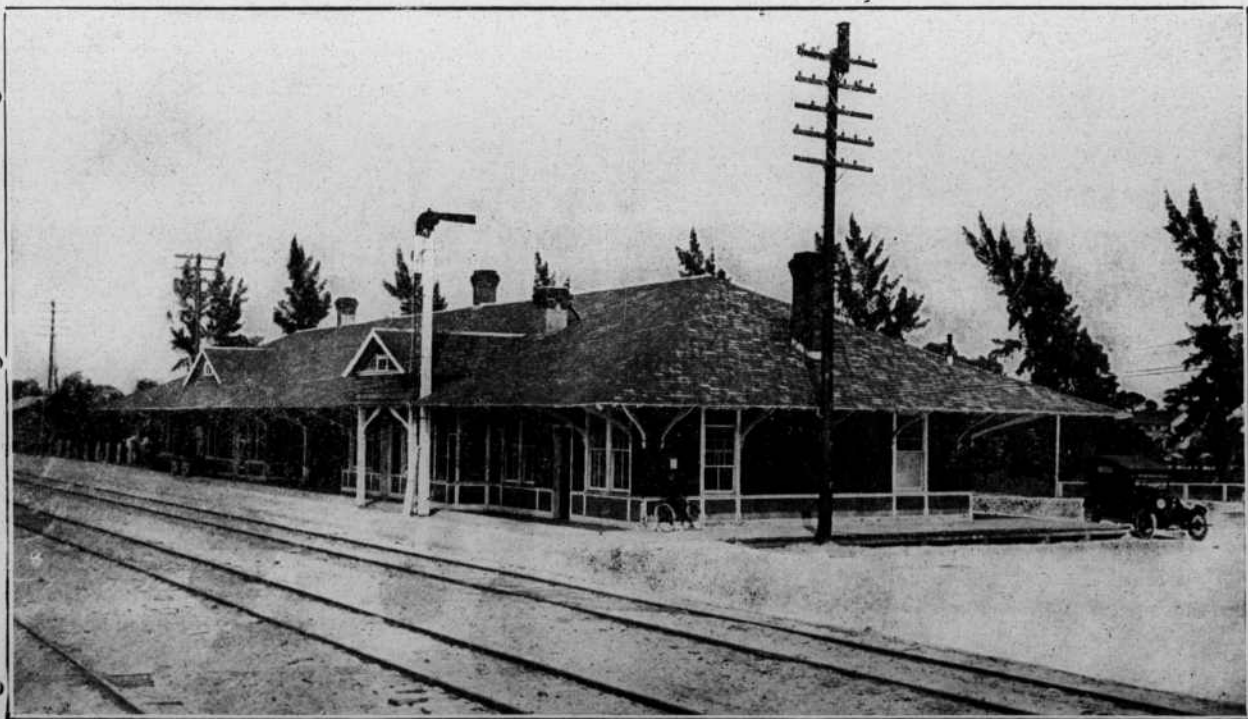
SECTION 1—GENERAL RULES

COMPLAINTS.

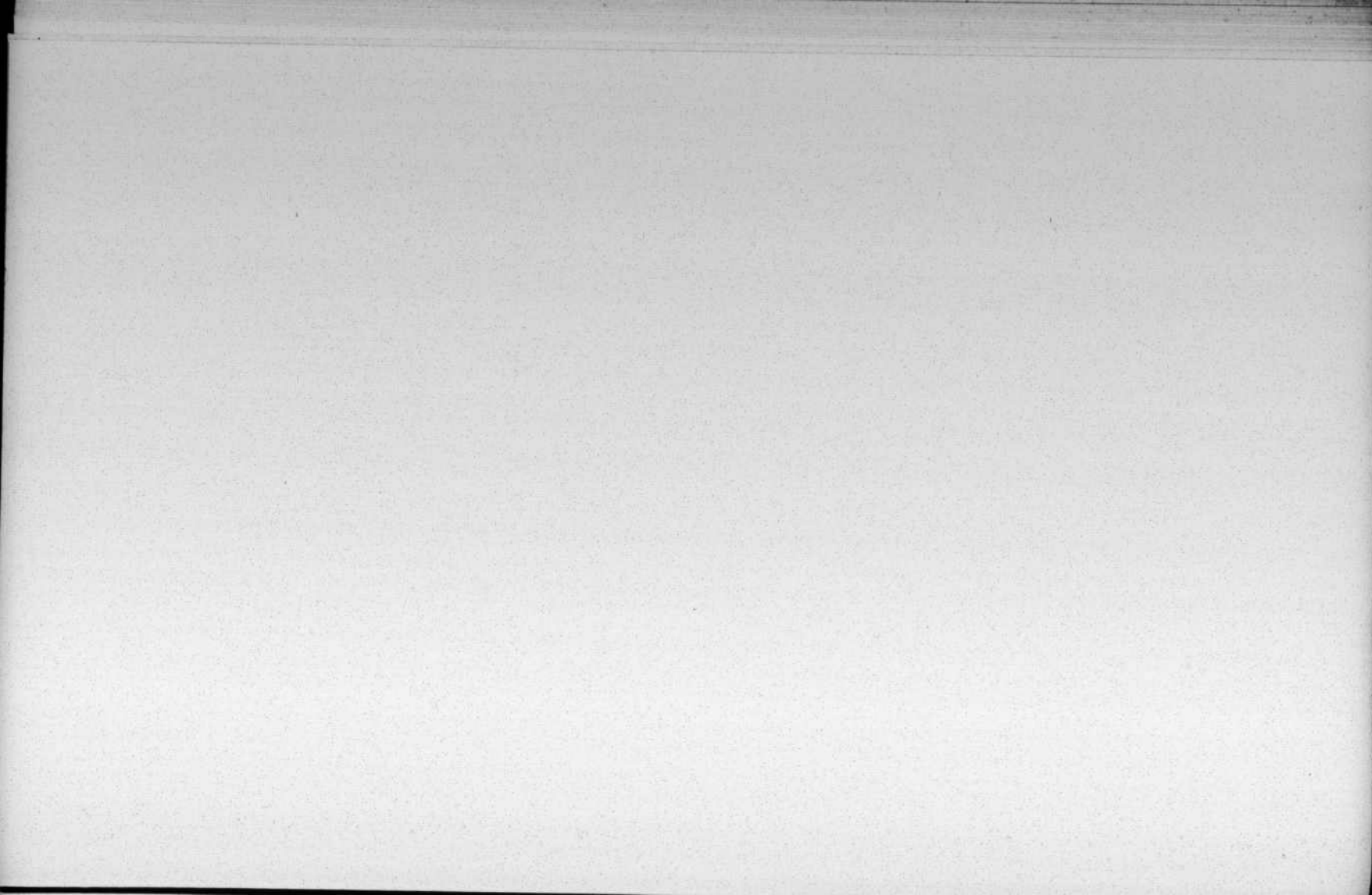
1. All complaints made to the Commission shall be in writing and shall distinctly set forth the grounds of complaint. In like manner all defenses shall be in writing, and shall distinctly set forth the grounds of defense.

MONTHLY AND ANNUAL REPORTS.

2. Each railroad company shall make and file in the office of the Commission by the last day of each month a report of its earnings and operating expenses for the preceding month, according to the form prescribed by the Commission. Also, by the last day of each month shall make monthly report to the Commissioners of the number of miles or fractions thereof of main line, the branches, spurs and side tracks constructed during the month previous to the making of the report; shall report the constructions of depots or other buildings, giving the dimensions of such depots or other buildings; shall report all agreements entered into with other railroad companies for the construction of joint terminal facilities or union depots, or terms of agreement for participation in terminals or depot facilities of other companies. Also, on or before the first day of September of each year an annual report of its earnings, operating expenses and general operations for the preceding year ending June 30, in accordance with Section 10, Railroad Commission Law, approved June 3, 1899. The monthly reports to be verified by the affidavits of the general manager (if there be one) or by superintendent or other principal officer in charge, and the treasurer or auditor; the an-



West Palm Beach Station—Florida East Coast Railway.



nual reports to be verified by the affidavits of the president, superintendent or general manager, and auditor or treasurer.

SECRET REDUCTIONS, REBATES, ETC.

3. There shall be no secret reductions of rates of freight and passenger fares, and no rebates, draw-backs or other advantages in any form shall be given or paid, either directly or indirectly, upon shipments made or service rendered to any person not allowed to all persons under like circumstances and conditions, but the same shall be uniform to all, and public.

POSTING SCHEDULES, ETC.

4. Each railroad company shall post in a conspicuous place and keep the same continually posted, at each of its stations where there are agents, a copy of the schedule of freight and passenger rates revised and adopted for the use of such company by the Commission; a copy of all the rules and regulations prescribed by the Commission for the government of the transportation of freight and passengers applicable on its lines of road, and a copy of the official classification; also copies of all changes made, whether the same shall be made by such railroad company or by the Commissioners; also a table of distances between each station; and when any change in said schedule of rates or classification is made, a copy of the said change shall be immediately furnished the office of said Commissioners and shall be posted in the same manner as above.

RATES APPLYING IN BOTH DIRECTIONS.

5. The rates prescribed by the Commission shall (except in cases specified) apply in either direction.

BASIS OF COMPUTING RATES.

As Amended, Effective April 1, 1917, by Order No. 548.

6. When any shipment is tendered to any common carrier for movement from one point in this State to another point in this State, without shipping instructions, such shipment may be forwarded to its destination by any available route, and any route lying wholly within this State, or from one point to another point within this State over the high seas by which the initial movement of such shipment can be made over the line of such receiving carrier, and by which such shipment will be delivered safely and promptly, will be deemed available; but in any such case the total charges for such shipment shall not exceed the charges applicable by the available route over which the lowest charges for transportation apply. This rule shall not be construed to prohibit the receiving carrier from forwarding such shipment by a route other than one lying wholly within this State, provided the shipment can thereby be promptly and safely delivered; and provided further, that the charges for such shipment by way of such route not lying wholly within this State shall not exceed the charges by the route lying wholly within this State over which the lowest charges for the transportation apply.

INCREASED RATES.

7. In no case shall any railroad or common carrier doing business wholly or in part within the State of Florida, advance or increase any special rate or other rates, demurrage charges, storage or wharfage charges without first submitting the proposed increased rate or rates, demurrage, storage or wharfage charges to the Railroad Commissioners and receiving their approval.

BOOKS AND PAPERS TO BE FURNISHED.

8. Each railroad company or common carrier doing business in the State of Florida shall furnish to the Railroad Commission on demand any books or papers in the possession of said railroad company or common carrier, and a written transcript or copy of any paper in the possession of said railroad company or common carrier which may appear to the Commission as necessary to aid them in the discharge of their duty.

TRAFFIC ARRANGEMENT, ETC., BETWEEN RAILROADS.

9. Copies of all rate sheets, tariffs and circular orders issued, and all contracts and agreements between railroad companies, as to the rates of freight and passenger tariffs, and all arrangements and agreements whatever as to the division of earnings of any kind by competing or connecting lines of railroad doing business in this State, shall be submitted to the Commission for inspection, revision and approval.

RIGHT TO MODIFY OR SUSPEND RULES.

10. The Commissioners reserve the right to suspend or modify the enforcement of any of their rules, regulations, rates, etc., at discretion, when, in their opinion, the conditions are such that a strict enforcement of the same would work hardship or injustice.

RULES, HOW NOT TO BE CONSTRUED.

11. Whenever, in any of the Rules prescribed by the Commissioners, common carriers are required to perform or not to perform any act or acts, such require-

ments shall not be construed to be so absolute, as to deprive a common carrier of any excuse which the law regards as sufficient for the non-performance or the performance of such act or acts.

RAILROADS MUST REPORT WRECKS.

12. Every railroad company shall report to the Railroad Commissioners immediately by telegram, any wreck, either of passenger or freight train, that may occur on its line in this State, giving as nearly as possible the cause of the wreck, the extent of the damage to the equipment and the track, and the number of persons killed or wounded; and such telegram shall be followed with a full written statement, made within five days thereafter, giving full details of the above matters, and the names and addresses of the persons killed or wounded, whether employes, or others.

All other accidents, wrecks, derailments and explosions which occur on the line of any common carrier shall be reported by such carrier within five days after the occurrence, and such report shall contain a full written statement, giving the full details of the cause of the wreck, the extent of damage to equipment and track, and the number of persons killed or wounded.

This rule shall not apply to simple derailments of freight cars or yard engines when switching or shifting in yards, except when some person is killed or injured, in which case a report shall be made as in other cases.

CARRIERS SHALL POST NOTICE OF REGULATIONS

13. All common carriers shall post in their stations and in their cars all such notices pertaining to the regulations of their business as the Railroad Commissioners may direct.

CARRIERS MUST REPORT FREE PASSES.

14. Every common carrier shall report on or before the 15th day of each calendar month a certified list showing for the calendar month last preceding all passes, tickets or mileage books issued free, or for other than actual *bona fide* money consideration at full established rates, together with the names of the recipients thereof, the reasons for issuing the same, the points of origin and destination, and the amounts received therefor, or the consideration thereof.

CARRIERS SHALL MAKE REFUND OF OVER-CHARGES.

15. Every charge for transportation made by any common carrier in excess of the rates or fares prescribed by the Railroad Commissioners for such services including overcharges due to misrouting by the carrier, will be deemed and treated as a violation or disregard of such prescribed rates, or of the schedule, ruling or regulation fixing such rates or fares, unless within three months after the collection by the carrier of such excessive charge, the carrier shall refund the excessive amount so collected, whether a claim be made for such amount or not. Demanding excessive charges and refusing to deliver freight until the same shall be paid will be likewise construed. This rule shall not apply to those cases where, for any reason, an examination of the records of the carrier fails to reveal the fact that the excessive charge has been made.

SECTION 2—RULES GOVERNING THE TRANSPORTATION OF PASSENGERS

BAGGAGE.

1. Each passenger shall be entitled to free transportation of baggage not exceeding 150 pounds in weight.

LESS THAN MAXIMUM RATES MAY BE CHARGED.

2. Railroads will not be prohibited from charging less than the rates prescribed for the transportation of passengers, provided such charge is not an unjust discrimination in favor of or against persons or localities.

MINIMUM FARE.

3. Ten (10) cents as a minimum fare may be collected where the regular fare would be less than that sum.

COMPUTATIONS OF FRACTIONS.

4. Where the fare for any distance does not end in 0 or 5, sums ending in $2\frac{1}{2}$ or over may be counted as 5, and sums less than $2\frac{1}{2}$ as 0. For example, for $42\frac{1}{2}$ cents collect 45, and for 42 cents collect 40. Nothing in this rule shall prevent any railroad company from giving the exact change in cents.

FREE OR REDUCED RATES, EXCURSIONS, ETC.

5. A railroad company shall not be prevented from the free carriage of destitute or homeless persons transported by charitable societies and the necessary agents employed in such transportation, or from the issuance of

mileage, excursion, commutation or round trip passenger tickets, or from giving free carriage to its own officers and employees; or to prevent the principal officers of any railroad company or companies from exchanging passes or tickets with other railroad companies for their officers and employees; or free carriage or reduced rates to persons in charge of live stock shipped from the points of shipment to destination and return, or from issuing second-class tickets, for the holders of which second-class tickets so issued second-class accommodations shall be furnished.

POSTING ARRIVAL OF DELAYED TRAINS.

6. It shall be the duty of any railroad operating in the State of Florida to keep a bulletin board of sufficient size at every open telegraph station along its line where such train is scheduled to stop, on which shall be plainly posted the schedule time of arrival of all its passenger trains; and when any passenger train on any such railroad shall be behind the schedule time more than thirty minutes it shall be the duty of said railroad to promptly bulletin and keep posted at every such open telegraph station along its line in the direction which said train is going, the time such train is behind the schedule time.

Such notice of late trains shall be bulletined not less than half an hour before the schedule time of arrival of said train, but passengers acting upon this information will do so at their own risk.

A copy of this rule, printed in large type, shall be posted at top of bulletin board at all open telegraph stations.

COLLECTION OF CASH FARES.

7. Passengers boarding railroad trains at any station where there is a ticket office duly kept open for at least

thirty minutes before the departure of a passenger train may be charged not exceeding 15 cents extra passenger fare if they do not present ticket to the conductor for their transportation; provided, however, that this rule shall not apply in cases where the connection between trains is too close to permit passengers to purchase tickets.

All railroad companies are required to post a printed copy of this order at one or more conspicuous places in their ticket office, such notice to be printed on cardboard in large type.

8. Rescinded.

RAILROADS MUST PROVIDE FIRES, LIGHTS, ETC.

9. All railroad and terminal companies are required at all their regular agency stations:

(1) To provide fires in the waiting rooms whenever fires are necessary for the comfort of the traveling public.

(2) To light the waiting rooms and the approaches to trains, after dark, sufficiently for the comfort and the safety of the traveling public.

(3) To keep the waiting rooms in a clean and sanitary condition.

(4) To keep a sufficient supply of good drinking water for the traveling public.

RAILROADS SHALL OPERATE A SUFFICIENT NUMBER OF COACHES.

10. All railroad companies shall operate on each passenger train a sufficient number of comfortable passenger coaches to provide seats for such number of passengers as they may reasonably expect for the daily travel on such train.

COACHES MUST BE HEATED, LIGHTED, ETC.

11. All railroads and other companies owning or operating passenger coaches (which shall include sleeping cars and chair cars are required:

(1) To heat them whenever necessary for the comfort of the passengers.

(2) To light them sufficiently after dark.

(3) To keep in each of such coaches a sufficient supply of good drinking water for the passengers, and to keep each of such coaches supplied with suitable and serviceable sanitary or sterilized drinking cups, which shall be placed or kept so as to be at all times easily accessible to passengers, and which may be supplied from dispensing or vending machines or otherwise, and said cups may be furnished free or, at the option of the carrier, a charge of not exceeding one cent for each cup may be made by the railroad companies whose duty it is made to supply the same.

(4) To keep them in a clean and sanitary condition.

(5) To see that no passenger is permitted to monopolize more than one seat when seats are required for other passengers. In sleeping cars the sale of one berth shall entitle the passengers, when the berths are not made up in the section, to one-half of the section; but the sale of a day seat shall entitle the passenger to but one seat in a section. It is hereby made the special duty of all train conductors and of all sleeping car and chair car conductors, in their respective cars, to enforce this fifth paragraph of Rule 11, but a failure by them so to enforce it will be deemed a violation thereof on the part of the company.

RAILROADS CAN NOT DISCONTINUE PASSENGER TRAINS WITHOUT PERMISSION.

12. No railroad company shall discontinue running

any regular train carrying passengers, either wholly or in part, without the consent of the Railroad Commissioners, previously obtained.

Written application for such consent must be made at least ten days before the date for the proposed discontinuance, but the Railroad Commissioners may, in their discretion, shorten the time of application for good cause shown.

This rule does not apply to a passenger train or trains put on for special occasions, such as fairs, carnivals, conventions, excursions and the like.

TRAINS CARRYING PASSENGERS MUST STOP AT REGULAR STOPS.

13. Trains carrying passengers must stop at regular stations where they are scheduled to stop, and must stop on flag at flag stations where they are scheduled to stop.

SECTION 3—RULES GOVERNING THE TRANSPORTATION OF FREIGHT

CONNECTING RAILROADS UNDER THE SAME MANAGEMENT.

1. All connecting railroads, which are under the management or control, by lease, ownership or otherwise, of one and the same company, and all connecting roads, the majority of whose stock is owned or controlled either directly or indirectly by one of the connecting lines, shall, for the purpose of transportation, in applying their schedules of freight rates, be considered as constituting but one and the same road, and the rates shall be computed as upon parts of one and the same road, unless otherwise specified. The fact that each of said roads has a separate board of directors shall not prevent the application of this rule. Whenever any railroad company owns and operates in connection with its road, and for the purpose of transporting its cars, freight or passengers, any steamer or other water craft, such steamer or water craft shall be deemed a part of its said road.

MAXIMUM RATES MAY BE REDUCED.

2. The schedule of rates allowed and adopted by the Railroad Commissioners for each road are maximum rates which shall not be transcended. They may, however, carry at less than the rates allowed and adopted, provided that if they carry for less than one person they shall, for the like service, under similar circumstances and conditions, carry for the same lessened rates for all persons except as mentioned hereafter; and if they adopt less freight rates for one station they shall make a reduction of the same per cent. at all stations along the line of

road, so as to make no unjust discriminations as against any person or locality. But when, at any point within this State, there are competing lines of transportation, any railroad company injuriously affected thereby may, at such connecting point, make rates below those allowed or adopted, to meet such competition, without making a corresponding reduction along the line of road.

The Commissioners may entertain application for temporary modification of so much of this rule as requires the general reduction of rates to all stations when made to any station, when in their judgment a local and temporary cause may justify such modification, as, for instance, epidemic, floods, droughts, storms or other exigencies.

NO COMMON CARRIER SHALL REFUSE TO ACT AS SUCH.

3. No common carrier shall decline or refuse to act as such to transport any article proper for transportation, and a failure to transport such article within a reasonable time after the same has been offered for transportation shall be deemed a violation of this rule. This term common carrier is used in this rule in the sense defined in the Statutes of the State of Florida relating to the Railroad Commissioners, and this rule is to be construed as applying to common carriers under the jurisdiction of the Railroad Commissioners.

COMPUTATION OF PERCENTAGES.

4. In the computation of percentages, if, after the percentage prescribed shall have been added or subtracted, as the case may be, should there be a fraction, any fraction of a cent less than one-half cent shall be discarded, and any of one-half cent or over may be counted as one cent.

RATES OF SMALL SHIPMENTS.

5. The minimum charge on a single shipment of one class from one consignor to one consignee shall be computed at the actual weight at the class or commodity rate to which it belongs, provided the charge shall not be less than twenty-five cents.

If the shipment contains articles in different classes, and in separate packages, the charges shall be computed at the actual weight of each package at the class or commodity rate to which it belongs, provided, the aggregate charge on the shipment shall not be less than twenty-five cents.

If a package contains articles in two or more classes, the charge shall be computed at the actual weight of the package at the highest class or commodity rate to which any of the articles belong, provided the charge shall not be less than twenty-five cents.

FREE OR REDUCED RATES.

6. Railroad companies shall not be prevented from the carriage, storage or handling of property free or at reduced rates, for charitable purposes, or to and from fairs and expositions for exhibition thereat.

7. Rescinded.

SHIPPER TO LOAD AND UNLOAD.

8. Consignors and consignees will be required to load and unload bulk freight in carloads, unless otherwise provided by special agreement.

CHARGES FOR HANDLING HEAVY FREIGHT.

9. The charges for handling extra-heavy freight may be as follows:

Under 2,000 pounds, no charge for extra handling.
 2,000 pounds and under 3,000, \$3.00 for extra handling.
 3,000 pounds and under 4,000, \$5.00 for extra handling.
 4,000 pounds and under 5,000, \$7.00 for extra handling.
 5,000 pounds and under 6,000, \$8.00 for extra handling.
 6,000 pounds and under 7,000, \$10.00 for extra handling.
 Over 7,000 pounds, subject to special contract.

CARLOAD SHIPMENTS.

10. (1) In all cases in which the classification provides a rate of per 100 pounds, per ton, or per barrel, giving to carload shipments lower rates than apply to less than carload shipments, the standard minimum weight of a carload shall be 24,000 pounds, unless otherwise specified. Where the actual weight loaded in a car is in excess of the minimum weight, such excess may be charged for in proportion to carload rates; provided, that in no case shall the amount collected on less than a carload exceed the price per carload.

(2) When a number of different articles, all of which are in the same class, are shipped at one time by one consignor to one consignee and one destination, in carloads, such car or cars shall be taken at the carload rate per 100 pounds and at the highest minimum carload weight established for either of the articles contained in the car, actual weight to be so charged for if in excess of such carload minimum. When, however, article shipped as above are in classes N. O. or P., the lowest carload minimum weight shall be taken. This clause of the rule shall apply only when the consignor or the consignee is the actual owner of the property.

(3) Carload rates apply to the carload and more made by one shipper at one time to one and the same point of delivery to the same consignee, although the same may, in

fact, be carried by the railroad to the point of delivery in lots less than the amount recognized as a carload.

FERTILIZER—ARTICLES EMBRACED IN.

11. The term "fertilizers" embraces the following and like articles, when intended to be used as fertilizers, to-wit: Sulphate of ammonia, ashes, bone black, ground and dissolved bone, bone dust, castor pomace, cottonseed meal, cottonseed ashes, cotton seed, fish scraps, guano, superphosphates, gypsum, kainit, german salts, nitre cake, nitrate and sulphate of soda, oil cake, potash, fine ground plaster, salt cake, saltpetre, sulphur, muck, tank stuffs, and tobacco dust and sweepings, and like articles when intended to be used as fertilizers.

L. C. L. SHIPMENTS.

12. In no case shall the amount collected on L. C. L. shipments exceed the charges per carload for the same class of goods, nor shall the charge for a car fully loaded exceed the charge for the same property if taken at a less than carload shipment.

ESTIMATED WEIGHTS.

13. All articles will be charged at Gross Weight, without regard to weight given by shippers and inserted in bills of lading; except that when an article is classified to be accepted at an estimated weight, such estimated weight will apply. When the actual weight of the articles named below *can not be ascertained at point of shipment, or at destination, or in transit*, the following estimated weights shall govern:

Article	Weight Pounds
Cement, Portland, per bbl.	400
Cement, except Portland, per bbl.	300
Clay, per cubic yard	3,000
Coke, per bushel	80
Coke, per bushel	40
Gravel, per cubic yard	3,200
Laths, green, per 1,000	700
Laths, seasoned, per 1,000	550
Lime, Rockland, per bbl.	230
Lime, other than Rockland, per bbl.	210
Lime, per bushel	80
Lumber, ash or black walnut, green, per 1,000 feet..	4,500
Lumber, ash or black walnut, seasoned, per 1,000 ft.	4,000
Lumber, elm, hickory or oak, green, per 1,000 ft....	6,000
Lumber, elm, hickory or oak, seasoned, per 1,000 ft.	4,500
Lumber, white pine or poplar, green, per 1,000 ft..	4,000
Lumber, white pine or poplar, seasoned, per 1,000 ft.	3,000
Lumber, yellow pine, rough:	
Boards under 2-in., green, per 1,000 ft.	5,500
Boards under 2-in., seasoned, per 1,000 ft.	4,250
Framing, 2x4 to 4x8, green, per 1,000 ft.	5,000
Framing, 2x4 to 4x8, seasoned, per 1,000 ft.	4,000
Timbers, 6x6 and up, green, per 1,000 ft.	4,500
Lumber, dressed, per 1,000 ft., cypress, gum, poplar and yellow pine, viz:	
Bevel siding, from 1-in. stock, seasoned	1,100
Bevel siding, from 5.4-in. stock, seasoned	1,500
Ceiling, 5-16-in. net, 3¼-in. face, seasoned	1,100
Ceiling, 7-16-in. net, 3¾-in. face, seasoned	1,400
Ceiling, 9-16-in. net, 3¼-in. face, seasoned	1,600
Ceiling, 11-16-in. net, 3¼-in. face, seasoned	2,000
Ceiling or partition, 5/8-in. net, seasoned	1,700
Ceiling or partition, ¾-in. net, seasoned	2,100
Drop siding, seasoned	2,250

Finish, 1x4-in. and up, dressed 4 sides, seasoned ..	2,850
Flooring, 13-16-in. and 2¼ and 3¼ face, seasoned..	2,250
Flooring, 13-16-in., 2½, 3½ and 5¼ face, seasoned	2,400
N. O. S., seasoned	3,000
N. O. S., green	4,000
Lumber, N. O. S., green, per 1,000 ft.	6,000
Lumber, N. O. S., seasoned, per 1,000 ft.	4,000
Sand, per cubic yard	3,000
Shingles, green, per 1,000	550
Shingles, seasoned, per 1,000	450
Staves, heading or hoop poles, green, car loaded to to depth of 43 inches, per car	30,000
Staves, heading or hoop poles, seasoned, car loaded to depth of 50 inches, per car	30,000
Stone, not dressed, per cubic foot	160
Tan Bark, green, per cord	2,600
Tan Bark, seasoned, per cord	2,000
Telegraph Poles, fence posts or rails, per cord	3,500
Turpentine, in barrels, per bbl.	432
Wood, green, per cord	3,500
Wood, seasoned, per cord	3,000

ARTICLES TOO LONG OR TOO BULKY TO BE LOADED IN BOX CARS.

14. Unless otherwise specified, articles too long or too bulky to be loaded in box cars, but not requiring two or more open cars, shall be charged at actual weight; provided, that in no case shall the charge on a single consignment be less than 4,000 pounds at the first-class rate.

CHARGES FOR SWITCHING OR TRANSFERRING CARS WHEN PASSING OVER TWO OR MORE ROADS.

15. A charge of not more than \$2.00 per car without regard to its weight or contents, will be allowed, except

to the railroad having the line haul of the same, for transporting, switching or transferring a loaded car from any point on any railroad to a connecting railroad or to any warehouse, side track or other point within the switching limits of the place; and no railroad shall decline or refuse to transport, switch or transfer any such car or to receive it from any connecting railroad for such purposes. The switching limits of any place, within the meaning of this rule, shall be the switching limits usually operated there, but in no case less than three miles. No railroad shall reduce any of its switching limits without first obtaining the approval of the Railroad Commissioners.

When in the transfer, switching or transportation of a car between such points, it is necessary to pass over the track or tracks of any intermediate railroad or railroads, said maximum charge of \$2.00 shall be equitably divided between the railroads at interest, excluding that having the line haul.

When a charge is made for the transfer, switching or transportation of a loaded car between such points, no additional charge shall be made for the accompanying movement of the empty car in the opposite direction. No charge whatever shall be made by a railroad having the line haul for placing, for loading, an empty car at any warehouse or other point on its own line or side track, or for switching the loaded car to or from the same either for delivery or for transportation.

Provided, That this rule shall not interfere with any prevailing legal rate for the transportation of freight between different stations; and shall not apply to any freight that does not pay a direct freight transportation charge in connection with a switching charge.

CHARGES FOR SWITCHING LUMBER.

15-A. The charge for switching cars of rough lumber

consigned to and arriving at the city of Jacksonville from points in this State to any planing mill in the Jacksonville yards, and thence, after lumber is dressed, to any point in the same yards, shall not be more than \$2.00 per car; provided, that when the said switching movement is over the tracks of more than one railroad, a charge of not more than \$3.00 may be made. This rule shall not be interpreted as rescinding or modifying Rule 15, except as herein specifically provided.

DELIVERY OF CARS TO CONNECTING ROADS.

16. The Commission will prescribe particular rules and conditions for the delivery, without delay, to any connecting road of the same gauge, all cars consigned to points beyond such connecting roads, so as to promote speedy transportation and prevent unjust discrimination. Due regard will be had in each instance to the attainment of such purposes.

RIGHT OF SHIPPER TO ROUTE FREIGHT.

17. The right of the shipper to direct by what route or routes his shipments shall be transported within the State of Florida shall be observed by all common carriers under the jurisdiction of the Railroad Commissioners of Florida. When shipments are routed by the shippers, the rates applying by the routing specified may be used by the carrier.

LOWEST RATE TO BE CHARGED.

18. Whenever there is a conflict between class and commodity rates, or between mileage rates and commodity rates, for the transportation of freight between any two points in Florida, the lowest rate in effect shall be charged.

JOINT RATES.

As Amended, Effective April 1, 1917, by Order No. 548.

19. On intrastate shipments of freight passing over two or more lines, and not governed by Rule 1, no common carrier which is a party to the haul shall charge or receive for its services in connection with such shipment more than its maximum rate for the distance hauled by it, less 10 per cent, when the entire haul is over two lines, nor more than its maximum rate, less 20 per cent, when the entire haul is over three or more lines, nor in any instance more than the published rate applicable for the same movement when handled as a one-line haul, but any such rate collected or received by any such common carrier, as above prescribed, may be divided among themselves by the parties to any such rate in such proportion as may be agreed upon by them.

SETTLEMENT OF CLAIMS FOR OVERCHARGES.

20. All overcharges on freight by any railroad or common carrier doing business in the State of Florida shall be settled within thirty (30) days after demand upon the agent at the delivery depot (and surrender of shipping receipt) by the consignee or person paying the freight.

Whenever an overcharge on freight has been made on a shipment over two or more railroads or common carriers, it shall be settled by the delivering road or carrier.

If the overcharge is made on a shipment to a flag station, then the demand to be made on the agent of the regular station to which the same was billed.

This rule will apply to claims made through the Railroad Commission, except that demand for settlement will be made upon the traffic manager or general freight agent of the company.

FREIGHT RECEIPTS.

21. All railroad companies doing business in this State shall, upon demand, issue duplicate freight receipts to all shippers of freight, in which shall be stated the class or classes of freight shipped, freight charges over the railroad issuing such receipt and, as far as practicable, shall state the charges upon the same over the connecting roads transporting such freight; and in all cases the railroads receiving such freight shipped shall be held in all the courts of this State as responsible for the prompt and safe delivery of same to its point of destination within a reasonable time required for its transportation, which reasonable length of time shall be determined after due investigation by said Railroad Commissioners. When the consignee of such freight presents the railroad receipt to the agent of the railroad last transporting said freight, such agent shall deliver the articles shipped upon the payment of the rates charged for the class of freight as stipulated in said railroad receipt.

DELIVERY OF FREIGHTS.

22. Railroad companies shall deliver to each consignee of freight the article or articles mentioned in the receipt (or bill of lading) on the payment of the lawful rate for the class or classes of freight transported, and the consignee shall not be compelled to pay for any article or articles not received by him. When a part of the articles mentioned in the receipt shall reach the point of destination, it shall be the duty of the railroad company at such point to deliver the same upon the payment by the consignee of the freight charges on said article or articles, notwithstanding the remainder of the articles mentioned in the receipt may have been delayed or lost.

EQUIPPING LUMBER CARS.

23. Whenever application is made by any person to any railroad company or common carrier engaged in business in the State of Florida for flat cars on which to load any lumber or timber, in accordance with the provisions of Section 5213, Laws of Florida, approved June 4, 1903, the equipment furnished with said cars, in accordance with the provisions of said Act, shall be capable of being readily removed or lowered, so that the lumber or timber may be loaded on or off the said cars without being obstructed, impeded or inconvenienced by such equipment.

ESTABLISHING AND ABOLISHING STATION AGENCIES.

24. Each and every depot or station agency on the line of the road now maintained, conducted or used in Florida by any railroad or express company in this State for the transaction of business with the public is hereby formally established and located at the point and on the premises where the same is now being so maintained and conducted. No such depot or station agency as aforesaid now established, or hereafter to be established, pursuant to order made by the Railroad Commission of Florida, or voluntarily by such company, shall be closed, removed or suspended or abolished without authority granted by this Commission, upon written application.

Provided, however, that this rule shall have no application to any depot or station agency heretofore established, or that may hereafter be established, for the special or temporary purpose, or not as a general depot or station agency.

Provided, further, That whenever any depot or station agency is established, it shall be the duty of the railroad

company to file in the office of the Railroad Commission, within thirty days after the establishment thereof, all information needed for a full and proper understanding of all the interests to be affected thereby, showing the necessity for and purposes of establishing such depot or station agency.

Provided, further, That it shall be the duty of the railroad and express companies operating in the State of Florida to file in the office of the Railroad Commission, within thirty days from the date of this order, a list of all depots or station agencies now being operated by them for special or temporary purposes, giving, with reference to each of them, the information hereinbefore required as to the agencies to be established in the future.

OVERLOADING CARS.

As Amended Effective Feb. 4, 1918, by Order No. 585.

"25. When any car of lumber or other forest products is loaded in excess of 110% of its marked carrying capacity the excess may be charged for at double the lumber or other forest products rate, as the case may be; but any railroad company may refuse to transport any car of lumber or other forest products loaded in excess of 110% of its marked carrying capacity, and may transfer such excess to another car and require the consignee to pay the expense of transferring it, and shall transport such excess at the regular lumber or forest products rate."

OFFICE HOURS.

26. At all of their agencies in Florida railroads shall receive all freight offered, proper for transportation, and shall make the usual deliveries of freight to consignee

(Sundays and legal holidays excepted) between the hours of 7 o'clock a. m. and 5 o'clock p. m.; provided, that in cities or towns having less than ten thousand (10,000) inhabitants, according to the most recently published National census, the agent may take an intermission of one hour for dinner.

RATES ROADS MUST PAY OTHER ROADS FOR USE OF CARS.

27. (1) Every railroad and terminal company shall pay for the use of freight cars of other companies twenty-five cents per car per day, which shall be paid for every calendar day, excluding the first and including the last. A company receiving and delivering a car on the same day shall not pay the per diem for that day.

(2) For each car in switching service the switching line may reclaim from the railroad for which the service was performed an arbitrary amount equal to the above per diem for four days.

(3) The above amounts of per diem and reclaim are maximum amounts and may be reduced by agreement between railroads, but all such agreements must, under Section 2907 of the General Statutes, be submitted to the Railroad Commissioners for inspection and correction.

(4) This rule does not apply to cars having other than railroad ownership.

TRANSFERRING CARLOAD SHIPMENTS TO OTHER CARS IN TRANSIT.

28. Whenever any railroad transporting a carload shipment consigned to a non-agency station shall reload said shipment into another car, either on its own line or at a junction with another line of railroad, it must on the same day mail a notice to both the consignor and the

consignee, stating the initials and numbers of the car into which the shipment has been transferred, as well as of the car from which the transfer was made.

Such reloading must not take place except under circumstances which would legally justify it.

SECTION 4—RULES AND REGULATIONS GOVERNING THE TRANSPORTATION OF LIVE STOCK

ESTIMATED WEIGHTS.

1. The weights given below are estimated weights, and not actual, and are simply used to get the rating on live stock. (To illustrate: One horse, mule or horned animal is estimated at the same rate as 2,000 pounds of any kind of first-class freight at carrier's risk and second class at owner's risk.)

LIVE STOCK, LESS THAN CARLOADS, WILL BE TAKEN AT THE FOLLOWING ESTI- MATED WEIGHTS.

One horse, mule or horned animal, except as specified below, ...	2,000 pounds
Two horses, mules or horned animals, except as specified below, in the same car and from the same shipper to the same consignee	3,500 pounds
Each additional horse, mule or horned animal, except as specified below, in the same car and from the same shipper to the same consignee	1,000 pounds
Stallions, jacks and bulls, each	3,000 pounds
Each cow and calf together, not crated	2,500 pounds
Each mare and foal, together	2,500 pounds
Shetland ponies, any age, not crated	1,000 pounds
Yearling cattle, except bulls, not crated each	1,000 pounds
Colts, under one year old, except stallions, not crated, ...	1,000 pounds
Calves, under one year old, not crated	1,000 pounds

Calves, under one year old, crated, each, actual weight, but not less than	100 pounds
Sheep, crated, each, actual weight, but not less than	100 pounds
Lambs, crated, each, actual weight, but not less than	100 pounds
Hogs, crated, each, actual weight, but not less than	100 pounds
Pigs, crated, each, actual weight, but not less than	100 pounds
Sheep, lambs, hogs and pigs, L. C. L., will not be received unless crated.	
Goats, same as sheep.	
Kids, same as lambs.	
Cows, calves, colts, ponies, hogs, sheep, lambs and other animals, crated, actual weight, but not less than	100 pounds
In no case shall the charge for less than a carload of live stock exceed the charge for a carload.	

MAXIMUM VALUATION OF LIVE STOCK SHIPMENTS.

	Each
Horses and mules, not over	\$ 75.00
Horned cattle, not over	30.00
Stallions, jacks and bulls, not over	150.00
Lambs, calves, hogs or sheep, not over	5.00
Mare and colt, together, not over	100.00
Cow and calf, together, not over	35.00

For every increase of 100 per cent. or fraction thereof in valuation, there shall be an increase of 50 per cent. in rates.

MIXED SHIPMENTS.

Mixed shipments of cattle, hogs, lambs, etc., may be taken in carloads at carload rates prescribed for the transportation of cattle, but carriers will be released from any

damage to animals, whether caused by their own actions or to each other—suffocation, exhaustion from heat and cold, and (if not haltered) from escape.

Shippers will be required to feed, water and care for stock at their own expense. When food is furnished by carrier, a charge will be made for the same and collected from consignee.

One, two or three cars of live stock will entitle the owner or his agent to be carried free to point of destination of consignment on the train with the stock, to care for the same. Four to seven cars, inclusive, belonging to one owner, two men in charge, and eight cars or more belonging to one owner, three men in charge, which number is the maximum number of attendants that will be carried free for one shipment.

Return transportation not given to owners, agents or attendants.

DEMURRAGE RULES.

The railroads doing business wholly or in part within the State of Florida are hereby authorized to operate the following demurrage rules:

RULE I.

FREIGHT SUBJECT TO CAR SERVICE CHARGES.

All freight in cars, whether full carload or not, shipped to one consignee and taking track delivery, will be subject to car service regulations.

RULE II.

NOTICE TO CONSIGNEE.

Railroad companies shall give prompt notice by mail or otherwise to consignee of the arrival of goods, together with the weight and amount of freight charges due thereon as shown by way bills, and when goods or freight of any kind in carload quantities arrive said notice must contain letters or initials of car, number of the car, net weight and the amount of freight charges due on the same. Storage and demurrage charges may be assessed, rules and regulations. No storage or demurrage charges, however, shall in any case be allowed unless legal notice of the arrival of the goods has been given to the owner or consignee thereof by the railroad company.

RULE III.

As Amended June 15, 1917. (See Note 1 at end of Demurrage Rules.)

LEGAL NOTICE.

"Legal notice referred to in these rules may be either actual or constructive. Where the consignee is personally served with notice of the arrival of freight, free time ends forty-eight (48) hours from the time of notification,

not including Sundays or legal holidays. Constructive notice referred to consists of posting notice by mail to consignee. Where this mode of giving notice is adopted, there shall be twenty-four (24) hours' additional free time to be added to the forty-eight (48) hours, to be computed from the time notice was mailed; provided, however, that if, in any case, when notice of arrival is given by mail, the consignee will make oath that neither he, his agents nor employees, have received such notice, then no demurrage charges shall be made until after legal notice, as above specified, is given."

RULE IV.

As Amended June 15, 1917. (See Note 1 at end of, Demurrage Rules.)

PER DIEM CHARGE.

A charge of one dollar (\$1.00) per car per day shall be made for detention of cars and use of track when cars are not loaded or unloaded within forty-eight (48) hours, not including Sundays and legal holidays, except when loaded with seed cotton, cottonseed in bulk, cottonseed hulls in bulk, fertilizer material in bulk, coal, bulk potatoes, bulk cabbage, brick and dressed lumber (in box cars), seventy-two (72) hours will be allowed for unloading. It being understood that said car or cars are to be placed and remain accessible to the consignee for the purpose of unloading during the period in which held free of demurrage; that when the period of such demurrage charges commences, they are to be placed accessible to the consignee for unloading purposes on demand of the consignee; provided however, that if the railroad company shall remove such car or cars after being so placed, or in any way obstruct unloading of same, the consignee shall not be charged with delay caused there-

by; provided further, that when any consignee shall receive four or more cars during any one day taking track delivery, the said car in excess of three shall not be liable to demurrage by any railroad company until after the expiration of seventy-two (72) hours. Any fraction of a day shall be considered a day.

(See Note 2 at end of Demurrage Rules).

RULE V.

GOODS CONSIGNED TO ORDER OF SHIPPER.

When consignors ship goods consigned to themselves, it shall be the duty of the railroad companies to give legal notice to such consignees, or persons to whom shipping directions order delivery. This notice may be addressed by mail to the consignee at point of delivery, and demurrage will begin as in other cases of notice by mail; and the mailing of such notice shall be sufficient legal notice in such cases, whether the consignee actually receives the same or not.

RULE VI.

REFUSAL TO ACCEPT SHIPMENTS.

When the consignee shall refuse, or for a period of ten days after notice, as provided for in Rule III, fail to accept freight tendered in pursuance of the bill of lading, the carrier charged with the delivery shall give or send the consignor legal notice of such refusal or failure, unless the consignee has signified in writing his acceptance of the property; and the consignor shall thenceforth become liable to such carrier for the demurrage then due and which may accrue thereafter upon the car or cars in which the goods are stored to the same extent and at the same rate as such charges are now, under like circumstances by the rules of this Commission, imposed upon

consignees who refuse or neglect, after notice of arrival, to remove freight of like character from the cars of the carrier. No demurrage charges, however, shall be allowed after the expiration of the period of ten days from date of legal notice to the consignee until the consignor shall have been notified of refusal or failure on the part of consignee to accept the freight.

A consignee who has once refused to accept a consignment of goods shall not thereafter be entitled to receive the same except upon payment of all charges for demurrage which would otherwise have accrued.

RULE VII.

CARS FOR DELIVERY ON TEAM TRACKS OR PRIVATE SIDINGS.

Section 1. Cars containing freight to be delivered upon carload delivery tracks or private sidings are to be delivered upon the tracks designated by consignee upon arrival, or as soon thereafter as the ordinary routine of yard work will permit.

Sec. 2. Cars containing property, the billing of which does not specify any particular delivery, and for which no standing or special order has been filed with carrier's agent within twenty-four (24) hours, will be considered as requiring general track delivery and shall be so placed after twenty-four (24) hours.

Sec. 3. Cars for unloading shall be considered placed when such cars are held in receiving yards awaiting orders from shippers or consignees, or when held for payment of freight charges; Provided, The railroad company could otherwise have placed such cars on delivery tracks accessible to the consignee for the purpose of unloading, except that it was consigned to private sidings already fully occupied and delivery, therefore, impracticable, detention is to be computed from time of notification.



New Passenger Depot, DeLand, A. C. L. R. R.—Recently Located at DeLand Junction.



RULE VIII.

As Amended June 15, 1917. (See Note at end of Demurrage Rules.)

CARS HELD FOR SHIPPING DIRECTIONS.

"Cars detained or held for want of proper shipping instructions, or by reason of improper or excessive loading (where loading is done by shipper), shall be subject to a demurrage charge of one dollar (\$1.00) per car for each day or fraction of a day said car or cars are so detained or held. Likewise, when cars are promptly loaded and shipping instructions given, the railroad agent must immediately issue the bills of lading therefor; and if said car or cars are detained or held, and not carried forward within twenty-four (24) hours, except perishable articles, which shall be removed within twenty-four (24) hours thereafter, said railroad company shall be liable to said shipper for the payment of one dollar (\$1.00) per car per day for each day or fraction of a day that said car or cars are thus detained or held. (See Note 2 at end of Demurrage Rules.)"

RULE IX.

CONSIGNMENTS MORE THAN FOUR MILES DISTANT.

A consignee living more than four miles from the depot, and whose freight is destined to his residence or place of business so located, shall not be subject to storage or demurrage charges allowed in the above rules until a sufficient time has elapsed after notice for said consignee to remove said goods by the exercise of *ordinary diligence*.

RULE X.

RAILROADS ALLOWED TO STORE PROPERTY.

Railroad companies are authorized to store such property in public warehouses at the expense of owner if same is not removed before demurrage charges attach.

RULE XI.

As Amended June 15, 1917. (See Note at end of Demurrage Rules.)

PER DIEM CHARGE ALLOWED CONSIGNEES.

"When any railroad company fails to deliver freight at the depot or to place loaded cars at an accessible place for unloading within forty-eight (48) hours (not including Sundays or legal holidays), computed from 10 A. M. the day after arrival of the same, the shipper or consignee shall be paid one dollar (\$1.00) per day for each day said delivery is so delayed."

RULE XII.

STORMY WEATHER.

Whenever the weather during the period of free time is so severe, inclement or rainy that it is impracticable to secure means of removal, or where, from the nature of the goods, removal would cause injury or damage, such time shall be added to the free period; and no demurrage charges shall be allowed for such additional time.

This rule applies to the state of the weather during business hours.

RULE XIII.

DISCRIMINATION AND EXEMPTIONS.

Railroads shall not discriminate between persons or places in storage or demurrage charges. If a railroad

company collects storage or demurrage of one person, under the demurrage rules, it must collect of all who are liable. No rebate, drawback or other similar device will be allowed. If demurrage is collected by a railroad company at one point on its line it must be collected at all places on its lines of those liable under the rules of the Commission.

Provided, That all package freight unloaded in a depot or warehouse, which is not removed by the owners thereof from the custody of the railroad company within seventy-two (72) hours (not including Sunday or legal holidays) after legal notice of arrival, may be subject thereafter to a charge of storage for each day or fraction of a day that it may remain in the custody of the railroad company, as follows:

In less than carload quantities, not more than one cent per 100 pounds per day.

In carload quantities not more than one dollar (\$1.00) per day.

Provided further, That in no case shall the amount collected for storage of a less than carload shipment exceed the amount authorized to be charged as storage or demurrage on a carload of similar freight for the same length of time when not unloaded from the car as provided by the Demurrage Rules.

Provided further, That the Commission shall hear and grant applications to suspend operation of this rule whenever justice shall demand this course.

RULE XIV.

STORAGE CHARGES ON BAGGAGE.

Baggage remaining more than twenty-four hours after delivery from trains, or after delivery at stations for transportation, will be subject to a storage charge for each piece of twenty-five cents for the second day of twenty-four hours or fraction thereof, and for each suc-

ceeding day, at the rate of ten cents per day, until the end of the calendar month, or until the accrued charges amount to one dollar (\$1.00) for each piece.

If a second month is entered upon, the charge for the first month will be repeated until the accrued charges amount to 50 cents for each piece. The rate for each month succeeding will be the same as for the second month.

When baggage arrives between the hours of 3 P. M. Saturday and 3 P. M. Sunday, it will be held without charge until 3 P. M. Monday.

XV.

(Rescinded.)

RULE XVI.

OTHER DEMURRAGE CHARGES.

No other charges shall be made by any railroad company doing business wholly or in part in the State of Florida for storage or demurrage except as provided in the foregoing rules, and these rules shall become effective December 23, 1901.

RULE XVII.

When a shipper makes a written application to a railroad company for a car or cars, to be loaded with any kind of freight embraced in the tariff of said company, for transportation within the State of Florida, stating in said application the character of the freight, the railroad company shall furnish same within four days from 7 o'clock a. m. the day following such application.

Or, when the shipper making application specifies a future day on which he desires to make a shipment (of other than fruit or vegetables), giving not less than four

days' notice thereof, computing from 7 o'clock a. m. the day following such application, the railroad company shall furnish such car or cars on or before the day specified in the application.

Or, when the shipper making such application specifies a future day on which he desires to make a shipment of fruit or vegetables, giving not less than two days' notice thereof, computing from 7 o'clock a. m. the day following such application, the railroad company shall furnish such car or cars on or before the day specified in the application.

For failure to comply with this rule, the company so offending shall forfeit and pay to the shipper applying the sum of \$2.00 per car per day or fraction of a day's delay after expiration of free time, upon demand in writing made within thirty days thereafter by the shipper.

Provided, however, That the collection of the demurrage herein authorized shall not deprive the shipper of his right to recover in any court of competent jurisdiction, such damages as he may sustain by reason of the delay in furnishing cars.

Provided further, That this rule does not alter, abolish, supercede or repeal Rule 3 of the Railroad Commission's "Rules Governing the Transportation of Freight."

RULE XVIII.

DEPOSIT REQUIRED.

A shipper, on whose order a car or cars have been placed for loading, shall be allowed forty-eight hours for the loading of such car or cars, computing the time from 7 o'clock a. m. the day after such car or cars have been placed subject to the order of the shipper, and thereafter a demurrage charge of not more than \$2.00 per car per day, or fraction of a day, may be assessed and collected, and all such cars as have not been tendered to the rail-

road company with shipping instructions within said forty-eight hours; provided, however, that should the shipper fail to begin loading within forty-eight hours after the expiration of free time, the railroad company shall consider the car or cars released, and may assess and collect \$4.00 on each car, covering the demurrage then due.

Provided, That with every order for a car or cars, the shipper shall deposit with the agent, or other proper official on whom the demand for cars is made, \$4.00 for each and every car so ordered, which shall be refunded promptly to the shipper if the car or cars are loaded as provided for herein; otherwise, to be forfeited to the railroad. And provided further, that any shipper failing to make deposit as herein provided shall forfeit all right to recover demurrage from the railroad for failure to furnish cars within the time required.

Railroad companies shall not be compelled to furnish cars for future shipments to parties in default as to the payment of the demurrage charges herein last provided for, until such demurrage charges have been paid.

If, after placing the car or cars required by this rule, the railroad company shall, during or after free time, temporarily remove all or any of them, or in any way prevent, obstruct or delay the loading of same, the shipper shall not be chargeable with the delay caused thereby.

When, by reason of delay or irregularity on the part of the railroad company in filling orders, cars are bunched in excess of the ability of the shipper to load, as indicated in his application, the shipper shall be allowed separate and distinct periods of free time within which to load the car or cars specified in each separate application.

RULE XIX.

SHIPMENTS DELAYED IN TRANSIT.

Whenever shipments have been received by any railroad company, such shipments destined to stations with-

in a distance of fifty miles from starting point, shall be transported to destination within two days from 7 o'clock p. m. the day of issuing the bill of lading, and in one day's additional time for each additional fifty miles or fraction thereof; provided, that in computing time of freight in transit there shall be allowed twenty-four hours at each point where transferring from one railroad to another or re-handling of freight is involved, and for failure to transport such shipments within the time prescribed the railroad company shall forfeit and pay to the consignor or consignee the sum of \$2.00 per day on all carload freight and one cent per hundred pounds per day on package freights and freights in less than carload, with minimum charge of twenty-five cents for any package; provided, the shipper makes demand therefor in writing within thirty days thereafter; provided further, that in no case shall the penalty on any shipment exceed the value of the goods transported. The period of time during which the movement of trains is suspended for any cause not within the power of the roads to prevent shall be added to the time allowed herein.

Provided further, That the initial carrier shall be held responsible to the consignor or consignee for delay, in accordance with this rule, and whenever, in the transportation of any freight which may pass over two or more lines and delay is occasioned after it has been promptly offered to a connection by the initial road, the initial road shall recover of the road at fault for demurrage paid in accordance with this rule.

NOTE 1—By Order No. 559, issued May 30, 1917, effective June 15th, 1917, the Commissioners amended Demurrage Rules III, IV, VIII and XI, reducing free time allowed both shippers and carriers from 72 hours to 48 hours. This action became necessary on account of the scarcity of equipment and increases in traffic due to war conditions. These changes are temporary, and unless otherwise ordered by the Commissioners the above men-

tioned Rules shall again become in full force and effect on June 1st, 1918, in the form in which they were adopted and promulgated prior to the making and entry of Order No. 559. (See Order 559, published in full elsewhere in this report.)

SCHEDULE OF PASSENGER RATES.**Operated by Railroads in Florida.**

Railroads Charging 3 Cents per Mile:

Charlotte Harbor & Northern Railway.
Georgia, Florida & Alabama Railway.
Georgia Southern and Florida Railway.
Pensacola, Mobile & New Orleans Railway Co.
Georgia and Florida Railway.
Live Oak, Perry & Gulf Railroad.
Louisville & Nashville Railroad.

Railroads Charging 4 Cents Straight Fare, with 3-Cent Round Trip Tickets Good for Five Days Exclusive of Day of Sale:

Apalachicola Northern Railroad.
Atlanta and St. Andrews Bay Railway.
Birmingham, Columbus & St. Andrews Railroad.
Fellsmere Railroad.
Florida, Alabama & Gulf Railroad.
Gulf, Florida & Alabama Railroad.
Madison Southern Railroad.
Marianna and Blountstown Railroad.
Ocklawaha Valley Railroad.
Ocala and Southwestern Railroad.
Pelham and Havana Railroad Company.
Tavares and Gulf Railway.

Railroads Charging 4 Cents per Mile:

Tampa and Jacksonville Railroad.
South Florida and Gulf Railroad.

The Atlantic Coast Line Railroad Charges 2½ Cents per Mile, Except the following Branches, Which Charge 3 Cents:

Florida Midland.
 Homosassa Branch.
 Newberry to Perry Extension.
 Oviedo Branch.
 Sanford Branch.
 Sanford and Tavares.
 St. Cloud Sugar Belt.
 Sanford and St. Petersburg.
 St. Johns and Lake Eustis.
 Tampa and Thonotassassa.
 Tiger Bay Branch.
 Winston and Bone Valley.

The Florida East Coast operates 3-cent rate north of Homestead, except between certain points, where a higher rate is charged. South of Homestead a 4-cent rate is authorized.

The South Georgia Railway operates a 3-cent passenger rate between Florida line and Greenville, and 4-cent straight fare, with 3-cent round-trip ticket good for five days exclusive of day of sale, between Greenville and Perry.

The Seaboard Air Line Railway Charges 2½ Cents per Mile, Except the Following Branches, Which Charge 3 Cents:

Bradentown to Arcadia.
 Fernandina to Baldwin.
 Monticello to Drifton.
 Tallahassee to St. Marks.
 Tallahassee to Waylonzo.
 Starke to Wannee.
 Waldo to Cedar Keys.
 Wildwood to Lake Charm.
 Lake Charm to Winter Park.
 Sumterville Junction to Sumterville.
 Archer to Eagle Mine.
 Dunnellon to Inglis.

**SCHEDULE
OF
FREIGHT TARIFFS**

Schedule of Freight Tariffs Operated in the State of Florida by the Apalachicola Northern, Atlanta & St. Andrews Bay, Charlotte Harbor & Northern, Tampa & Jacksonville, Marianna & Blountstown, Ocklawaha Valley R. R., Ocala & Southwestern, Birmingham, Columbus & St. Andrews, Fellsmere Railroad, Florida, Alabama & Gulf Railroad, Gulf, Florida & Alabama Railway Company, South Florida & Gulf R. R. Co., Pelham & Havana R. R. Co.

DISTANCES.	CLASS RATE IN CENTS. Per 100 Pounds.																Per Barrel.	Per 100 Pounds.	Per Ton. 2000 Pounds.	Per Car Load.	Per 100 Pounds.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R	
10 miles and under.....	30	27	24	20	18	15	11	10	11	9	19	21	16	7	.75	1.10	8.00	10.00	See Pages 218-222. For Class P Rates.	8	
20 miles and over 10 miles.....	34	31	28	23	21	17	15	12	12	10	21	24	18	8	.90	1.20	11.00	12.00		9	
30 miles and over 20 miles.....	38	35	31	26	24	19	17	14	14	11	23	27	20	9	1.05	1.30	14.00	14.00		10	
40 miles and over 30 miles.....	42	38	34	28	26	21	19	15	15	11	25	30	22	10	1.20	1.40	16.00	15.00		11	
50 miles and over 40 miles.....	46	41	37	30	28	23	21	16	16	12	27	33	24	10½	1.30	1.50	18.00	16.00		12	
60 miles and over 50 miles.....	50	44	40	32	30	25	23	17	17	13	29	36	26	11	1.40	1.60	20.00	17.00	13		
70 miles and over 60 miles.....	54	47	43	34	32	27	24	18	18	14	31	39	28	11½	1.50	1.70	22.00	18.00	14		
80 miles and over 70 miles.....	58	50	46	36	34	29	25	19	19	15	33	42	30	12	1.60	1.75	24.00	19.00	15		
90 miles and over 80 miles.....	62	53	49	38	36	31	26	20	20	15	35	45	31	12½	1.70	1.80	26.00	20.00	16		
100 miles and over 90 miles.....	66	56	52	40	38	33	27	21	21	16	37	47	32	13	1.75	1.85	28.00	21.00	17		
110 miles and over 100 miles.....	69	59	54	42	40	35	28	22	22	17	39	49	33	13½	1.80	1.90	29.00	22.00	18		

120 miles and over 110 miles.....	72	62	56	44	42	37	29	23	23	18	41	50	34	14	1.85	1.95	29.00	23.00	19
130 miles and over 120 miles.....	75	65	58	46	44	39	30	24	24	19	43	51	35	14½	1.90	2.00	31.00	24.00	20
140 miles and over 130 miles.....	78	68	60	48	46	41	31	25	25	19	45	52	36	15	1.95	2.05	32.00	25.00	21
150 miles and over 140 miles.....	80	70	61	50	48	43	32	26	26	20	47	53	37	15½	2.00	2.10	33.00	26.00	22
160 miles and over 150 miles.....	82	72	62	52	49	44	33	27	27	20	48	54	38	16	2.05	2.15	34.00	27.00	23
170 miles and over 160 miles.....	84	74	63	54	50	45	34	28	28	21	49	55	39	16½	2.10	2.20	35.00	28.00	24
180 miles and over 170 miles.....	86	76	64	56	51	46	35	28	29	21	50	56	40	16½	2.15	2.21	36.00	29.00	24½
190 miles and over 180 miles.....	88	78	65	58	52	47	36	29	30	22	51	57	41	16½	2.16	2.22	37.00	30.00	25
200 miles and over 190 miles.....	90	80	66	60	53	48	37	30	31	23	52	58	42	16½	2.17	2.23	38.00	30.00	25½
210 miles and over 200 miles.....	92	82	67	61	54	49	38	31	32	23	52	60	43	18	2.18	2.24	38.00	31.00	26
220 miles and over 210 miles.....	94	84	68	62	55	50	39	32	33	24	53	61	44	18	2.19	2.25	39.00	31.00	26½
230 miles and over 220 miles.....	96	86	69	63	56	51	40	33	34	24	53	62	45	18	2.20	2.26	39.00	31.00	27
240 miles and over 230 miles.....	98	88	70	64	57	52	41	34	35	25	54	63	46	18	2.21	2.27	39.00	32.00	27½
250 miles and over 240 miles.....	100	90	71	65	58	53	42	35	36	26	54	64	47	18	2.22	2.28	40.00	32.00	28
260 miles and over 250 miles.....	101	91	72	66	59	54	43	36	37	26	55	65	48	20	2.23	2.29	41.00	32.00	28½
270 miles and over 260 miles.....	102	91	73	67	60	55	44	37	38	26	55	66	49	20	2.24	2.30	41.00	33.00	29
280 miles and over 270 miles.....	103	92	74	68	61	56	45	38	39	27	56	67	50	20	2.25	2.31	42.00	33.00	29½
290 miles and over 280 miles.....	104	92	75	69	62	57	46	39	40	27	57	68	51	20	2.26	2.32	42.00	33.00	30
300 miles and over 290 miles.....	105	93	76	70	63	58	47	40	41	28	57	69	52	20	2.27	2.33	43.00	34.00	30
310 miles and over 300 miles.....	106	94	77	71	64	59	48	41	42	28	58	70	53	21	2.28	2.34	43.00	34.00	31
320 miles and over 310 miles.....	107	95	78	71	64	59	48	41	42	28	58	71	53	21	2.29	2.35	44.00	34.00	31
330 miles and over 320 miles.....	108	95	78	72	65	60	49	42	43	29	59	72	54	21	2.30	2.36	44.00	35.00	33
340 miles and over 330 miles.....	109	96	79	72	66	60	49	42	43	30	60	73	54	22	2.31	2.37	45.00	35.00	34
350 miles and over 340 miles.....	109	96	79	73	66	61	50	43	44	30	60	74	55	22	2.32	2.38	45.00	35.00	32
360 miles and over 350 miles.....	110	96	80	73	66	61	50	43	44	31	61	75	55	22	2.32	2.39	46.00	35.00	32
370 miles and over 360 miles.....	111	97	80	73	66	61	50	43	44	31	61	76	55	22	2.34	2.40	46.00	35.00	34

**SCHEDULE OF FREIGHT TARIFFS REVISED, ALLOWED, AND ADOPTED BY THE RAILROAD COMMISSION
OF THE STATE OF FLORIDA, THE LIVE OAK, PERRY & GULF RAILROAD, THE SOUTH GEORGIA
RAILWAY, THE MADISON SOUTHERN RAILWAY.**

STATIONS.	PER HUNDRED POUNDS.															Per Barrel.		Per 100 Pounds.	Per Ton.	Per Car Load.				Per 100 Pounds.	Per Crate.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O		P	R	V			
10 miles and under.....	25	22	21	16	15	14	11	9	8	7	..	16	13	7	.75	1.00	8.00	10.00	See Pages 218-222 For Class P Rates	8	..	..			
20 miles and over 10 miles.....	30	27	25	20	18	17	13	11	10	8	..	19	15	8	.90	1.10	11.00	12.00		9	..	..			
30 miles and over 20 miles.....	35	32	29	23	21	19	14	13	12	10	..	22	17	9	1.05	1.20	14.00	14.00		10	..	..			
40 miles and over 30 miles.....	39	37	33	26	24	21	15	15	14	11	..	25	19	10	1.20	1.30	16.00	15.00		11	..	..			
50 miles and over 40 miles.....	43	41	36	29	27	23	16	16	16	12	..	28	21	11	1.30	1.40	17.00	16.00		12	..	..			
60 miles and over 50 miles.....	47	45	39	32	30	24	17	17	17	13	..	31	23	12	1.40	1.50	18.00	17.00		13	..	..			
70 miles and over 60 miles.....	51	49	42	35	32	25	18	18	18	14	..	34	24	13	1.50	1.60	19.00	18.00		14	..	..			
80 miles and over 70 miles.....	55	53	45	38	34	26	19	19	19	15	..	36	25	13	1.60	1.70	20.00	19.00	15	..	..				

**SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE ATLANTIC COAST
LINE RAILROAD COMPANY, SEABOARD AIR LINE RAILWAY, TAVARES & GULF RAILROAD, LOUIS-
VILLE & NASHVILLE RAILROAD, P. & A. AND YELLOW RIVER DIVISIONS—LOCAL MILEAGE TARIFFS.**

BETWEEN ALL STATIONS IN FLORIDA.	PER HUNDRED POUNDS.																Per Barrel. Per 100 Pounds.	Per Ton.	Per Car Load.				Per 100 Pounds.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	*P	R			
10 miles and under.....	24	21	20	15	14	13	10	9	8	6	14	15	12	7	\$.75	\$1.00	\$ 8.00	\$10.00					8
20 miles and over 10 miles.....	28	26	24	19	17	15	12	11	11	8	17	19	15	8	.90	1.10	11.00	12.00					9
30 miles and over 20 miles.....	32	30	28	23	20	18	13	12	12	9	20	23	18	9	1.05	1.20	14.00	14.00					10
40 miles and over 30 miles.....	36	34	32	27	23	19	14	13	13	10	23	27	19	10	1.20	1.30	16.00	15.00					11
50 miles and over 40 miles.....	40	38	35	30	25	20	15	14	14	11	25	30	20	10½	1.30	1.40	17.00	16.00					12
60 miles and over 50 miles.....	44	42	38	32	29	23	16	15	15	12	29	32	22	11	1.40	1.50	18.00	17.00					13
70 miles and over 60 miles.....	48	46	41	34	30	24	17	17	17	13	30	34	23	11½	1.50	1.60	19.00	18.00					14
80 miles and over 70 miles.....	52	50	43	36	32	25	18	18	18	14	32	36	24	12	1.60	1.70	20.00	19.00					15
90 miles and over 80 miles.....	56	53	46	38	33	26	19	19	19	14	33	38	25	12½	1.70	1.75	22.00	20.00					16
100 miles and over 90 miles.....	60	55	49	39	34	28	20	20	20	14	34	39	26	13	1.75	1.80	25.00	21.00					17
110 miles and over 100 miles.....	62	58	50	41	35	30	21	21	21	15	35	41	29	13½	1.80	1.90	26.00	22.00					18
120 miles and over 110 miles.....	64	60	53	42	36	31	22	22	22	17	36	42	30	14	1.85	1.95	26.00	23.00					19

*For Class P Rates See Pages 213-222.

**SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE ATLANTIC COAST
LINE RAILROAD COMPANY, SEABOARD AIR LINE RAILWAY, TAVARES & GULF RAILROAD, LOUIS-
VILLE & NASHVILLE RAILROAD, P. & A. AND YELLOW RIVER DIVISIONS—LOCAL MILEAGE TARIFFS.**

BETWEEN ALL STATIONS IN FLORIDA.	PER HUNDRED POUNDS.																Per Barrel.		Per Ton.	Per Car Load.				Per 100 Pounds.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O		*P	R			
130 miles and over 120 miles.....	66	61	55	43	37	32	23	23	23	18	37	43	31	14½	1.90	2.00	27.00	24.00	For Class P Rates See Pages 218-222.		20			
140 miles and over 130 miles.....	68	62	57	45	38	33	24	24	24	18	38	45	32	15	1.95	2.05	28.00	25.00			21			
150 miles and over 140 miles.....	70	63	59	47	39	35	25	25	24	18	39	47	33	15½	2.00	2.10	30.00	26.00			22			
160 miles and over 150 miles.....	72	65	59	49	41	36	26	26	25	19	41	49	34	16	2.05	2.15	31.00	27.00			23			
170 miles and over 160 miles.....	74	67	60	50	42	37	27	27	26	20	42	50	35	16½	2.10	2.20	31.00	28.00			24			
180 miles and over 170 miles.....	76	68	61	53	43	38	28	27	28	21	43	53	36	16½	2.15	2.21	32.00	29.00			24½			
190 miles and over 180 miles.....	77	69	63	54	44	39	29	28	29	21	44	54	37	16½	2.16	2.22	33.00	30.00			25			
200 miles and over 190 miles.....	78	70	64	55	45	40	30	29	29	21	45	55	39	16½	2.17	2.23	34.00	30.50			25½			
210 miles and over 200 miles.....	80	71	64	56	46	41	31	30	30	21	46	56	40	18	2.18	2.24	34.00	31.00			26			
220 miles and over 210 miles.....	82	72	65	57	47	43	32	31	31	22	47	57	41	18	2.19	2.25	35.00	31.00	26½					
230 miles and over 220 miles.....	83	73	66	58	48	44	33	32	32	23	48	58	42	18	2.20	2.26	36.00	31.00	27					
240 miles and over 230 miles.....	84	74	67	59	50	45	34	33	33	24	50	59	43	18	2.21	2.27	36.00	32.00	27½					
250 miles and over 240 miles.....	85	75	68	61	51	46	35	34	33	25	51	61	44	18	2.22	2.28	37.00	32.00	28					

For Class P Rates See
Pages 218-222.

260 miles and over 250 miles.....	86	76	69	62	52	47	36	35	34	25	52	62	45	20	2.23	2.29	37.00	32.00	28½
270 miles and over 260 miles.....	87	77	70	63	54	48	37	36	35	25	54	63	46	20	2.24	2.30	38.00	33.00	29
280 miles and over 270 miles.....	88	78	71	64	54	49	38	37	36	26	54	64	47	20	2.25	2.31	38.00	33.00	29½
290 miles and over 280 miles.....	89	79	72	65	55	51	39	38	37	26	55	65	48	20	2.26	2.32	39.00	33.00	30
300 miles and over 290 miles.....	90	80	74	66	56	52	40	39	37	27	56	66	50	20	2.27	2.33	39.00	34.00	30
310 miles and over 300 miles.....	91	81	75	67	57	53	41	40	39	27	57	67	51	21	2.28	2.34	40.00	34.00	31
320 miles and over 310 miles.....	92	82	76	68	59	54	42	40	40	27	59	68	52	21	2.29	2.35	40.00	34.00	31
330 miles and over 320 miles.....	93	83	77	69	59	55	43	41	41	27	59	69	53	21	2.30	2.36	41.00	35.00	32
340 miles and over 330 miles.....	94	84	78	69	60	55	43	41	41	28	60	69	53	22	2.31	2.37	41.00	35.00	32
350 miles and over 340 miles.....	95	85	78	70	60	56	43	42	42	28	60	70	54	22	2.32	2.38	42.00	35.00	33
360 miles and over 350 miles.....	96	86	79	70	60	56	44	42	42	29	60	70	54	22	2.33	2.39	43.00	35.00	34
370 miles and over 360 miles.....	97	87	79	70	60	56	45	42	42	29	60	70	54	22	2.34	2.40	43.00	35.00	34
380 miles and over 370 miles.....	98	88	80	71	61	57	45	43	43	30	61	71	55	23	2.35	2.43	44.00	36.00	35
390 miles and over 380 miles.....	99	89	81	71	61	57	45	43	43	30	61	71	55	23	2.36	2.46	45.00	36.00	35
400 miles and over 390 miles.....	100	90	82	72	62	57	45	43	43	31	62	72	55	23	2.37	2.50	45.00	36.00	36

*For Class P Rates See Pages 218-222.

**SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE FLORIDA EAST
COAST RAILWAY, EFFECTIVE NOVEMBER 1, 1910.**

DISTANCES.	CLASS RATES IN CENTS PER 100 POUNDS.														Per Barrel.		Per 100 Lbs.	Per Ton, 2000 Lbs.		Per Carload.					Per 100 Lbs.	Per Stand'rd Box	Per Stand'rd Crate.	
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M		N	O	P	R							
																	G					V						
																						C.L.	L.C.L.	C.L.	L.C.L.			
10 Miles and under.....	24	21	20	15	14	13	10	9	8	6	14	15	12	7	75	1 00	8 00	10 00	For Class P Rates See Pages 218-222.	8	8	11	6	9				
20 Miles and over 10 Miles....	28	26	24	19	17	15	12	11	11	8	17	19	15	8	90	1 10	11 00	12 00		9	8	11	6	8				
30 " " " 20 Miles....	32	30	28	23	20	18	13	12	12	9	20	23	18	9	1 05	1 20	14 00	14 00		10	8	11	7	10				
40 " " " 30 Miles....	36	34	32	27	23	19	14	13	13	10	23	27	19	10	1 20	1 30	16 00	15 00		11	9	12	7	10				
50 " " " 40 Miles....	40	38	35	30	25	20	15	14	14	11	25	30	20	10 ⁵	1 30	1 40	18 00	16 00		12	10	13	8	11				
60 " " " 50 Miles....	44	42	38	32	29	23	16	15	15	12	29	32	22	11	1 40	1 50	20 00	17 00	13	11	14	8	11					
70 " " " 60 Miles....	48	46	41	34	30	24	17	17	17	13	30	34	23	11 ⁵	1 50	1 60	22 00	18 00	14	12	15	9	12					
80 " " " 70 Miles....	52	50	43	36	32	25	18	18	18	14	32	36	24	12	1 60	1 70	24 00	19 00	15	13	16	9	12					
90 " " " 80 Miles....	56	53	46	38	33	26	19	19	19	14	33	38	25	12 ⁵	1 70	1 75	26 00	20 00	16	14	17	10	13					
100 " " " 90 Miles....	60	55	49	39	34	28	20	20	20	14	34	39	26	13	1 75	1 80	28 00	21 00	17	15	18	10	13					
110 " " " 100 Miles....	62	58	50	41	35	30	21	21	21	15	35	41	29	13 ⁵	1 80	1 90	29 00	22 00	18	16	19	11	14					
120 " " " 110 Miles....	64	60	53	42	36	31	22	22	22	17	36	42	30	14	1 85	1 95	29 00	23 00	19	17	20	11	14					
130 " " " 120 Miles....	66	61	55	43	37	32	23	23	23	18	37	43	31	14 ⁵	1 90	2 00	31 00	24 00	20	18	21	12	15					
140 " " " 130 Miles....	68	62	57	45	38	33	24	24	24	18	38	45	32	15	1 95	2 05	32 00	25 00	21	19	22	12	15					

150	"	"	"	140 Miles....	70	63	59	47	39	35	25	25	24	18	39	47	33	15 ^P	2 00	2 10	33 00	26 00	22	20	23	13	16
160	"	"	"	150 Miles....	72	65	59	49	41	36	26	26	25	19	41	49	34	16	2 05	2 15	34 00	27 00	23	20	23	13	16
170	"	"	"	160 Miles....	74	67	60	50	42	37	27	27	26	20	42	50	35	16 ^P	2 10	2 20	35 00	28 00	24	21	24	14	17
180	"	"	"	170 Miles....	76	68	61	53	43	38	28	27	28	21	43	53	36	16 ^P	2 15	2 21	36 00	29 00	24 ^q	21	24	14	17
190	"	"	"	180 Miles....	77	69	63	54	44	39	29	28	29	21	44	54	37	16 ^q	2 16	2 22	37 00	30 00	25	22	25	15	18
200	"	"	"	190 Miles....	78	70	64	55	45	40	30	29	29	21	45	55	39	16 ^q	2 17	2 23	38 00	30 50	25 ^q	22	25	15	18
210	"	"	"	200 Miles....	80	71	64	56	46	41	31	30	30	21	46	56	40	18	2 18	2 24	38 00	31 00	26	23	26	16	19
220	"	"	"	210 Miles....	82	72	65	57	47	43	32	31	31	22	47	57	41	18	2 19	2 25	39 00	31 00	26 ^q	23	26	16	19
230	"	"	"	220 Miles....	83	73	66	58	48	44	33	32	32	23	48	58	42	18	2 20	2 26	39 00	31 00	27	24	27	17	20
240	"	"	"	230 Miles....	84	74	67	59	50	45	34	33	33	24	50	59	43	18	2 21	2 27	39 00	32 00	27 ^P	24	27	17	20
250	"	"	"	240 Miles....	85	75	68	61	51	46	35	34	33	25	51	61	44	18	2 22	2 28	40 00	32 00	28	25	28	18	21
260	"	"	"	250 Miles....	86	76	69	62	52	47	36	35	34	25	52	62	45	20	2 23	2 29	41 00	32 00	28 ^P	25	28	18	21
270	"	"	"	260 Miles....	87	77	70	63	54	48	37	36	35	25	54	63	46	20	2 24	2 30	41 00	33 00	29	26	29	19	22
280	"	"	"	270 Miles....	88	78	71	64	54	49	38	37	36	26	54	64	47	20	2 25	2 31	42 00	33 00	29 ^P	26	29	19	22
290	"	"	"	280 Miles....	89	79	72	65	55	51	39	38	37	26	55	65	48	20	2 26	2 32	42 00	33 00	30	27	30	20	23
300	"	"	"	290 Miles....	90	80	74	66	56	52	40	39	37	27	56	66	50	20	2 27	2 33	43 00	34 00	30	27	30	20	23
310	"	"	"	300 Miles....	91	81	75	67	57	53	41	40	39	27	57	67	51	21	2 28	2 34	43 00	34 00	31	28	31	21	24
320	"	"	"	310 Miles....	92	82	76	68	59	54	42	40	40	27	59	68	52	21	2 29	2 35	44 00	34 00	31	28	31	21	24
330	"	"	"	320 Miles....	93	83	77	69	59	55	43	41	41	27	59	69	53	21	2 30	2 36	44 00	35 00	32	28	31	21	24
340	"	"	"	330 Miles....	94	84	78	69	60	55	43	41	41	28	60	69	53	22	2 31	2 37	45 00	35 00	32	29	32	22	25
350	"	"	"	340 Miles....	95	85	78	70	60	56	43	42	42	28	60	70	54	22	2 32	2 38	45 00	35 00	33	29	32	22	25
360	"	"	"	350 Miles....	96	86	79	70	60	56	44	42	42	29	60	70	54	22	2 33	2 39	46 00	35 00	34	29	32	22	25
370	"	"	"	360 Miles....	97	87	79	70	60	56	45	42	42	29	60	70	54	22	2 34	2 40	46 00	35 00	34	30	33	23	26
380	"	"	"	370 Miles....	98	88	80	71	61	57	45	43	43	30	61	71	55	23	2 35	2 43	47 00	36 00	35	30	33	23	26
390	"	"	"	380 Miles....	99	89	81	71	61	57	45	43	43	30	61	71	55	23	2 36	2 46	47 00	36 00	35	30	33	23	26
400	"	"	"	390 Miles....	100	90	82	72	62	57	45	43	43	31	62	72	55	23	2 37	2 50	48 00	36 00	36	31	34	24	27

For Class P Rates See Pages 218-222.

**SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE FLORIDA EAST
COAST RAILWAY, EFFECTIVE NOVEMBER 1, 1910. —Continued.**

DISTANCES.				CLASS RATES IN CENTS PER 100 POUNDS.																Per Barrel. Per 100 Lbs.		2,000 Lbs. Per Ton,		Per Carload.				Per 100 Lbs.	Per Stand'rd Box.	Per Stand'rd Crate.	
				1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R	G C.L. L.C.L.		V C.L. L.C.L.					
410	"	"	"	400 Miles....	101	91	83	73	63	58	46	44	44	32	63	73	56	24	2 38	2 51	51 00	37 00	For Class P Rates See Pages 218-222.	37	31	34	24	27			
420	"	"	"	410 Miles....	102	92	83	73	63	58	46	44	44	32	63	73	56	24	2 38	2 51	51 00	37 00		37	31	34	24	27			
430	"	"	"	420 Miles....	103	93	83	73	63	58	46	44	44	32	63	73	56	24	2 38	2 51	51 00	37 00		37	32	35	25	28			
440	"	"	"	430 Miles....	104	94	84	74	64	59	47	45	45	33	64	74	57	25	2 39	2 52	51 00	38 00		38	32	35	25	28			
450	"	"	"	440 Miles....	105	95	84	74	64	59	47	45	45	33	64	74	57	25	2 39	2 52	51 00	38 00		38	32	35	25	28			
460	"	"	"	450 Miles....	106	96	84	74	64	59	47	45	45	33	64	74	57	25	2 39	2 52	51 00	38 00		38	33	36	26	29			
470	"	"	"	460 Miles....	107	97	85	75	65	60	48	46	46	34	65	75	58	26	2 40	2 53	51 00	39 00		39	33	36	26	29			
480	"	"	"	470 Miles....	108	98	85	75	65	60	48	46	46	34	65	75	58	26	2 40	2 53	51 00	39 00		39	33	36	26	29			
490	"	"	"	480 Miles....	109	99	85	75	65	60	48	46	46	34	65	75	58	26	2 40	2 53	51 00	39 00	39	34	37	27	30				
500	"	"	"	490 Miles....	110	100	86	76	66	61	49	47	47	35	66	76	59	27	2 41	2 54	53 00	40 00	40	34	37	27	30				
510	"	"	"	500 Miles....	111	101	86	76	66	61	49	47	47	35	66	76	59	27	2 41	2 54	53 00	40 00	40	34	37	27	30				
520	"	"	"	510 Miles....	112	102	86	76	66	61	49	47	47	35	66	76	59	27	2 41	2 54	53 00	40 00	40	35	38	28	31				
530	"	"	"	520 Miles....	113	103	87	77	67	62	50	48	48	36	67	77	60	28	2 42	2 55	54 00	41 00	41	35	38	28	31				
540	"	"	"	530 Miles....	114	104	87	77	67	62	50	48	48	36	67	77	60	28	2 42	2 55	54 00	41 00	41	35	38	28	31				
550	"	"	"	540 Miles....	115	105	87	77	67	62	50	48	48	36	67	77	60	28	2 42	2 55	54 00	41 00	41	36	39	29	32				

**SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE GEORGIA, FLORIDA
& ALABAMA RAILWAY.**

DISTANCES.	PER ONE HUNDRED POUNDS.													Per Barrel.	Per 100 Lbs.	Per Ton 2,000 Lbs.	Per Car Load.				Per 100 Lbs.	Per Standard Grate.
	1	2	3	4	5	6	A	B	C	D	E	F	H	K	L	M	N	O	P	R	G	V
10 miles and under.....	24	21	20	15	14	12	12	12	5½	5	14	11½	15	7½	.75	1.20	9.75	12.00	For Class P Rates. See Pages 218-222.	8	10	8
20 miles and over 10.....	30	27	24	21	18	15	15	15	7	6	18	14	21	9	.90	1.35	12.00	15.00		9	11	8
30 miles and over 20.....	36	32	29	26	21	17	17	17	7½	6½	21	15	26	10½	1.05	1.50	15.00	16.50		11	12	8
40 miles and over 30.....	41	36	33	30	24	18	18	18	8	7½	24	16½	30	12	1.20	1.65	19.50	18.00		12	12	9
50 miles and over 40.....	42	38	35	31	25	18	18	18	8½	8	27	17½	31	12	1.26	1.68	19.60	18.20		13	13	9
60 miles and over 50.....	45	41	36	32	27	20	20	20	9	8½	27	18	32	12	1.33	1.75	19.60	19.60		13	13	10
70 miles and over 60.....	50	46	41	36	28	21	21	21	9½	9	28	19	36	12½	1.40	1.96	22.40	21.00		15	14	11
80 miles and over 70.....	51	47	41	36	28	21	21	21	10	9½	28	20	36	12½	1.43	1.96	22.40	21.00		16	15	11
90 miles and over 80.....	55	49	43	38	29	22	22	22	11	10	29	22	38	12½	1.50	2.10	23.40	22.10		17	16	12
100 miles and over 90.....	59	52	46	39	30	23	23	23	11½	11	30	23	39	13	1.56	2.21	26.00	22.10		18	17	12
110 miles and over 100.....	59	52	46	39	30	23	23	23	12	11	30	23	39	13	1.56	2.21	26.00	22.10		18	17	12

**SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE GEORGIA SOUTHERN
AND FLORIDA RAILWAY—LOCAL MILEAGE TARIFF.**

DISTANCES.	PER HUNDRED POUNDS.															Per Barrel.	Per 100 Pounds.	Per Ton 2,000 Pounds.	Per Car Load.					Per 100 Pounds.	Per 100 Pounds.	Vegetables per crate 50 lbs.
	1	2	3	4	5	6	A	B	C	D	E	H	F	K	L	M	N	O	P	R						
10 miles and under.....	24	21	20	15	14	12	12	12	5½	5	14	15	11½	7½	\$.75	\$1.20	\$ 9.75	\$12.00	For Class P Rate See Pages 218-222.					8	10	8
20 miles and over 10 miles	30	27	24	21	18	15	15	15	7	6	18	21	14	9	.90	1.35	12.00	15.00						9	11	8
30 miles and over 20 miles	36	32	29	26	21	17	17	17	7½	6½	21	26	15	10½	1.05	1.50	15.00	16.50						11	12	8
40 miles and over 30 miles	41	36	33	30	24	18	18	18	8	7½	24	30	16½	12	1.20	1.65	19.50	18.00						12	12	9
50 miles and over 40 miles	42	38	35	31	25	18	18	18	8½	8	25	31	17½	12	1.26	1.68	19.60	18.20						13	13	9
60 miles and over 50 miles	46	42	38	34	27	20	20	20	9	8½	27	34	18	12½	1.33	1.82	20.30	19.60						14	13	9
70 miles and over 60 miles	50	46	41	36	28	21	21	21	9½	9	28	36	19	12½	1.40	1.96	22.40	21.00						15	14	10
80 miles and over 70 miles	51	47	41	36	28	21	21	21	10	9½	28	36	20	12½	1.43	1.96	22.40	21.00						16	14	10
90 miles and over 80 miles	55	49	43	38	29	22	22	22	11	10	29	38	21½	12½	1.50	2.08	23.40	22.10						17	15	10
100 miles and over 90 miles	59	52	46	39	30	23	23	23	11½	11	30	39	23	13	1.56	2.21	26.00	22.10						18	15	10
110 miles and over 100 miles	59	52	46	39	30	23	23	23	12	11	30	39	23	13	1.56	2.21	26.00	22.10						18	15	11
120 miles and over 110 miles	61	53	47	39	30	24	24	24	13	12	30	39	24	13	1.56	2.28	27.60	22.10						19	15	11

SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE PENSACOLA, MOBILE & NEW ORLEANS RY. CO.—LOCAL MILEAGE TARIFF.

DISTANCES	Per 100 pounds.																Per Barrel.	Per 100 lbs.	Fertilizers.	Per 100 lbs.
	1	2	3	4	5	6	A	B	C	D	E	H	F	L	M	N	*P			
10 miles and under	20	17	15	13	12	11	11	11	7	7	11	11	7	7	7	5				
20 miles and over 10 miles	23	20	18	16	13	12	12	12	9	9	13	13	9	9	9	6				
30 miles and over 20 miles	28	24	22	19	17	15	15	15	10	10	15	15	10	10	10	6				

*For Class P Rates See Pages 218-222.

**SCHEDULE OF FREIGHT TARIFFS OPERATED IN THE STATE OF FLORIDA BY THE PENSACOLA DIVISION
LOUISVILLE AND NASHVILLE RAILROAD—LOCAL MILEAGE TARIFF.**

DISTANCES.	CLASS RATES IN CENTS Per 100 Pounds.																CARLOADS.				Per Barrel. Per 100 Lbs.	Per 100 Lbs.	Per 2,000 Lbs.	Per Car.		Oranges, box 80 Lbs. Veg'bles, Cr't 60 Lbs.
																	Per 100 Lbs.	Per 2,000 Lbs.	Live Stock, Except Hogs.	Sheep Double Deck, Hogs Single.						
See Note Below.	1	2	3	4	5	6	A	B	C	D	E	H	F	I	L	M	N	Coal								
10 miles and under.....	12	10	9	8	7	6	6	6	5	5	6	6	10	6	5	4	3	\$.60	\$ 5.00	\$ 6.00	10	8				
15 miles and over 10 miles.....	15	14	12	11	10	9	9	9	6	6	9	9	12	9	6	5	4	.70	6.00	7.00	11	8				
20 miles and over 15 miles.....	20	17	15	13	12	11	11	11	7	7	11	11	14	11	7	6	5	.90	7.00	8.00	12	8				
25 miles and over 20 miles.....	23	20	17	15	14	13	13	13	9	8	13	13	18	13	9	7	5	1.05	8.00	10.00	12	9				
30 miles and over 25 miles.....	26	23	20	17	16	15	15	15	10	8	15	15	20	15	10	7	6	1.15	10.00	12.00	13	9				
35 miles and over 30 miles.....	29	25	22	19	18	17	17	17	11	9	17	17	22	17	11	8	6	1.20	12.00	14.00	13	9				
40 miles and over 35 miles.....	32	27	24	21	20	19	19	19	12	9	19	19	24	19	12	8	6	1.25	14.00	17.00	14	10				
45 miles and over 40 miles.....	35	30	27	23	22	21	21	21	13	10	21	21	26	21	13	8	7	1.25	15.00	18.00	14	10				
50 miles and over 45 miles.....	37	32	28	25	24	22	22	22	14	10	22	22	28	22	14	9	7	1.30	16.00	19.00	15	10				
55 miles and over 50 miles.....	39	34	30	26	25	23	23	23	15	11	23	23	30	23	15	10	7	1.35	18.00	22.00	15	10				

Note—For Class P Rates See Pages 218-222.

SCHEDULE OF FREIGHT TARIFFS OPERATED IN FLORIDA BY GEORGIA & FLORIDA RAILWAY.

BETWEEN LOCAL STATIONS IN FLORIDA.	PER HUNDRED POUNDS.												Per Barrel.	Per 100 Pounds.	Per Ton.		PER CAR LOAD.				Per 100 Pounds.	Per Crate.	
	1	2	3	4	5	6	A	B	C	D	H	F	K	L	M	N	O	P			R	G	V
10 miles and under.....	24	21	20	15	14	12	12	8	5½	5	15	11	5	50	\$.80	\$ 8.00	\$ 6.00	For Class P Rates See Pages 218- 222.			5	13	10
20 miles and over 10 miles.....	30	27	24	21	18	15	15	10	7	6	21	14	6	60	.90	11.00	10.00				6	13	10
30 miles and over 20 miles.....	36	32	29	26	21	17	17	11	7½	7	26	15	7	70	1.00	14.00	11.00				7	13	10
40 miles and over 30 miles.....	41	36	33	30	24	18	18	12	8	7½	30	16	8	80	1.10	16.00	12.00				8	13	10
50 miles and over 40 miles.....	45	41	37	33	27	20	20	13	9	8	33	17½	8	90	1.20	18.00	13.00				9	13	10

CLASS P. RATES.

EFFECTIVE ON THE FOLLOWING RAILROADS.

Atlantic Coast Line Railroad.
 Seaboard Air Line Railway.
 Louisville & Nashville Railroad.
 Florida East Coast Railway.
 Georgia Southern & Florida Railway.
 Charlotte Harbor & Northern Railway.
 Live Oak, Perry & Gulf Railroad.
 Georgia, Florida & Alabama Railway.
 Tavares & Gulf Railroad.
 East & West Coast Railway.

5 miles and under	.....	4.00
10 miles and over	5.....	5.00
15 miles and over	10.....	6.80
20 miles and over	15.....	6.80
25 miles and over	20.....	7.60
30 miles and over	25.....	7.60
35 miles and over	30.....	8.40
40 miles and over	35.....	8.40
45 miles and over	40.....	9.20
50 miles and over	45.....	9.20
55 miles and over	50.....	10.00
60 miles and over	55.....	10.00
65 miles and over	60.....	10.30
70 miles and over	65.....	10.30
75 miles and over	70.....	11.10
80 miles and over	75.....	11.10
85 miles and over	80.....	11.90
90 miles and over	85.....	11.90
95 miles and over	90.....	12.70
100 miles and over	95.....	12.70
110 miles and over	100.....	13.00
120 miles and over	110.....	13.80

130 miles and over 120.....	14.60
140 miles and over 130.....	14.90
150 miles and over 140.....	15.70
160 miles and over 150.....	16.50
170 miles and over 160.....	17.50
180 miles and over 170.....	17.50
190 miles and over 180.....	18.00
200 miles and over 190.....	18.00
210 miles and over 200.....	18.50
220 miles and over 210.....	18.50
230 miles and over 220.....	19.00
240 miles and over 230.....	19.00
250 miles and over 240.....	19.50
260 miles and over 250.....	19.50
270 miles and over 260.....	20.00
280 miles and over 270.....	20.00
290 miles and over 280.....	20.50
300 miles and over 290.....	20.70
310 miles and over 300.....	21.00
320 miles and over 310.....	21.30
330 miles and over 320.....	21.60
340 miles and over 330.....	21.90
350 miles and over 340.....	22.20
360 miles and over 350.....	22.50
370 miles and over 360.....	22.80
380 miles and over 370.....	23.10
390 miles and over 380.....	23.40
400 miles and over 390.....	23.70
410 miles and over 400.....	24.00
420 miles and over 410.....	24.30
430 miles and over 420.....	24.60
440 miles and over 430.....	24.90
450 miles and over 440.....	25.20
460 miles and over 450.....	25.50
470 miles and over 460.....	25.80
480 miles and over 470.....	26.10

490 miles and over 480.....	26.40
500 miles and over 490.....	26.70
510 miles and over 500.....	27.00
520 miles and over 510.....	27.30
530 miles and over 520.....	27.60
540 miles and over 530.....	27.90
550 miles and over 540.....	28.20

The above rates, for distances up to and including 400 miles, were put into effect by the Commissioners' Order No. 431. Rates for distances over 400 miles and up to and including 450 miles were submitted by the Seaboard Air Line Railway and were approved by the Commissioners. Rates over 450 miles were put into effect by the Florida East Coast Railway and are approved by the Commissioners.

CLASS P RATES.

Effective from January 1, 1918, to December 31, 1918, inclusive, on the following railroads:

Apalachicola Northern Railroad Company.
 Atlanta & St. Andrews Bay Railway Company.
 Birmingham, Columbus & St. Andrews Railroad Co.
 Fellsmere Railroad.
 Florida, Alabama & Gulf Railroad Co.
 Georgia & Florida Railway.
 Gulf, Florida & Alabama Railway Company.
 Madison Southern Railway.
 Marianna & Blountstown R. R.
 Ocala & Southwestern Railroad.
 Ocklawaha Valley Railroad Company.
 South Georgia Railway.
 Tampa & Jacksonville Railway.

10 miles and under.....	5.00
20 miles and over 10 miles.....	7.00
30 miles and over 20 miles.....	8.00

40 miles and over	30 miles.....	9.00
50 miles and over	40 miles.....	10.00
60 miles and over	50 miles.....	11.00
70 miles and over	60 miles.....	11.00
80 miles and over	70 miles.....	12.00
90 miles and over	80 miles.....	13.00
100 miles and over	90 miles.....	14.00
110 miles and over	100 miles.....	14.00
120 miles and over	110 miles.....	15.00
130 miles and over	120 miles.....	16.00
140 miles and over	130 miles.....	16.00
150 miles and over	140 miles.....	17.00

After the 31st day of December, 1918, the above rates cease to be effective, and will be automatically superseded by Class P rates carried in the Commission's Order No. 431.

CLASS P RATES.

Effective on the Pensacola, Mobile and New Orleans Railway Co. from March 15, 1915, to December 31, 1918:

10 miles and over.....	12.00
20 miles and over 10 miles.....	14.40
30 miles and over 20 miles.....	19.20

After the 31st day of December, 1918, the above rates cease to be effective and will be automatically superseded by Class P rates carried in the Commission's Order No. 431.

CLASS P RATES.

In effect on the following railroads:

Pelham and Havana Railroad.
South Florida and Gulf Railroad.

10 miles and under	\$ 5.00
20 miles and over 10 miles.....	7.00
30 miles and over 20 miles.....	8.00
40 miles and over 30 miles.....	9.00
50 miles and over 40 miles.....	10.00
60 miles and over 50 miles.....	11.00
70 miles and over 60 miles.....	11.00
80 miles and over 70 miles.....	12.00

**RATE ON PHOSPHATE BETWEEN POINTS WITH-
IN THE STATE OF FLORIDA.**

The rate on Phosphate between points within the State of Florida shall not exceed one cent per ton per mile.

Provided, That where the rate of one cent per ton per mile will raise any rate now in operation (December 17, 1903), that said rate of one cent per ton per mile shall not be effective, but the lower rate as charged by the Railroad Companies is hereby adopted by the Railroad Commissioners as their rate between such points.

Provided further, That where a shipment of Phosphate shall pass over two or more railroads in reaching its destination within the State of Florida, the initial line may charge one and a half cents per ton per mile for the first ten miles which said Phosphate shall be hauled.

Provided further, That where Phosphate from points in Florida passes over two or more roads in reaching its destination within the State of Florida, that the provisions of Rule 19, Governing Joint Rates is hereby modified, so that the initial road shall have the right to deliver the shipment to the delivering road at such junctional point within the State of Florida as it may desire.

Provided, however, that the rate charged for such shipment shall be based upon the shortest mileage between the point of shipment and the place of destination.

SUGAR CANE TO SUGAR AND SYRUP FACTORIES.

Distances—	Rate, in cents, per ton of 2,000 lbs.
10 miles and under.....	\$.50
20 miles and over 10 miles.....	.50
30 miles and over 20 miles.....	.55
40 miles and over 30 miles.....	.65
50 miles and over 40 miles.....	.70
60 miles and over 50 miles.....	.75
70 miles and over 60 miles.....	.80
80 miles and over 70 miles.....	.85
90 miles and over 80 miles.....	.90
100 miles and over 90 miles.....	.95
Minimum, 15 tons to a car.	

NOTE—These rates apply, *provided* the full products of the cane are re-shipped from the factory by the line bringing in the cane.

Provided further, That such carrier makes as low rates as other competing carriers on the outward product.

If the product is not shipped as above provided, the rates will be 100 per cent. higher.

RATES ON COTTON PRESSED IN BALES.

RATES IN CENTS PER 100 POUNDS.

10 miles and under.....	11
20 miles and over 10 miles.....	13
30 miles and over 20 miles.....	15
40 miles and over 30 miles.....	17
50 miles and over 40 miles.....	19
60 miles and over 50 miles.....	21
70 miles and over 60 miles.....	23
80 miles and over 70 miles.....	25
90 miles and over 80 miles.....	27
100 miles and over 90 miles.....	29
110 miles and over 100 miles.....	30
120 miles and over 110 miles.....	31

130 miles and over 120 miles.....	32
140 miles and over 130 miles.....	33
150 miles and over 140 miles.....	34
160 miles and over 150 miles.....	35
180 miles and over 160 miles.....	36
200 miles and over 180 miles.....	37
220 miles and over 200 miles.....	38
240 miles and over 220 miles.....	39
260 miles and over 240 miles.....	40
280 miles and over 260 miles.....	41
300 miles and over 280 miles.....	42
320 miles and over 300 miles.....	43
340 miles and over 320 miles.....	44
360 miles and over 340 miles.....	45
380 miles and over 360 miles.....	46
400 miles and over 380 miles.....	47
420 miles and over 400 miles.....	48
440 miles and over 420 miles.....	49
460 miles and over 440 miles.....	50
480 miles and over 460 miles.....	51
500 miles and over 480 miles.....	52

RATES ON CANE SYRUP AND MOLASSES.

Applicable on the Seaboard Air Line Railway in Florida.

Cane Syrup and Molasses, in barrels, half barrels and kegs, or in tin cans, jacketed or boxed. In cents per 100 pounds.

	CL	LCL
40 miles and under.....	12	15
90 miles and over 40 miles.....	13	16
140 miles and over 90 miles.....	14	17
190 miles and over 140 miles.....	15	18
240 miles and over 190 miles.....	16	19
290 miles and over 240 miles.....	17	20
340 miles and over 290 miles.....	18	21

390 miles and over 340 miles.....	19	22
440 miles and over 390 miles.....	20	23
490 miles and over 440 miles.....	21	24
540 miles and over 490 miles.....	22	25
590 miles and over 540 miles.....	23	26

**LOCAL MILEAGE RATES ON FRUIT AND
VEGETABLES.**

DISTANCES.	CLASS	
	Per Crate	
	G.	V.
10 miles and under.....	13	10
20 miles and over 10 miles.....	13	10
30 miles and over 20 miles.....	13	10
40 miles and over 30 miles.....	13	10
50 miles and over 40 miles.....	13	10
60 miles and over 50 miles.....	15	10
70 miles and over 60 miles.....	16	10
80 miles and over 70 miles.....	16	10
90 miles and over 80 miles.....	16	10
100 miles and over 90 miles.....	16	10
110 miles and over 100 miles.....	16	11
120 miles and over 110 miles.....	16	11
130 miles and over 120 miles.....	16	11
140 miles and over 130 miles.....	16	11
150 miles and over 140 miles.....	17	12
160 miles and over 150 miles.....	17	12
170 miles and over 160 miles.....	18	12
180 miles and over 170 miles.....	18	12
190 miles and over 180 miles.....	18	13
200 miles and over 190 miles.....	18	13
210 miles and over 200 miles.....	19	13
220 miles and over 210 miles.....	19	13
230 miles and over 220 miles.....	19	14
240 miles and over 230 miles.....	20	14
250 miles and over 240 miles.....	20	14

For distances exceeding 250 miles, the maximum rate shall be 25 cents per box or crate and 50 cents per barrel or barrel crate.

These rates will apply on local shipments between all points on any railroad in the State of Florida.

EXCEPTIONS.—These rates do not apply to base points *as a basis for through rates.*

Do not apply on Florida East Coast Railway.

For Florida East Coast Railway see its regular local mileage rates.

CLASSIFICATION.

CLASS G—FRUIT:

Oranges, Lemons, Limes, Grapefruit, Pineapples.

In standard crates of 80 pounds.

Barrels or barrel-crates, double the crate rate.

Strawberries in crates of 50 pounds.

CLASS V—FRUIT:

Peaches, Pears and Guavas.

VEGETABLES:

Beans, Beets, Cauliflowers, Okra, Tomatoes, Squash, Potatoes (Irish and Sweet), Green Peas, Eggplants, Turnips, Green Corn, Asparagus, Radishes, Lettuce, Onions, Cabbage, Kale, Cantaloupes, and like articles.

In standard crates of 50 pounds.

Barrels or barrel-crates, double the crate rate.

Package rates to apply on standard crates estimated to weigh 50 pounds. The rate per package to be applied regardless of the weight, whether under or over, so long as the package capacity does not exceed the standard.

In the shipment of barrels, barrel-crates or barrel-sacks, estimated weight to be double that of the standard crate above referred to. The rate to apply as a package rate regardless of whether the barrel weighs more or less than the estimated weight.

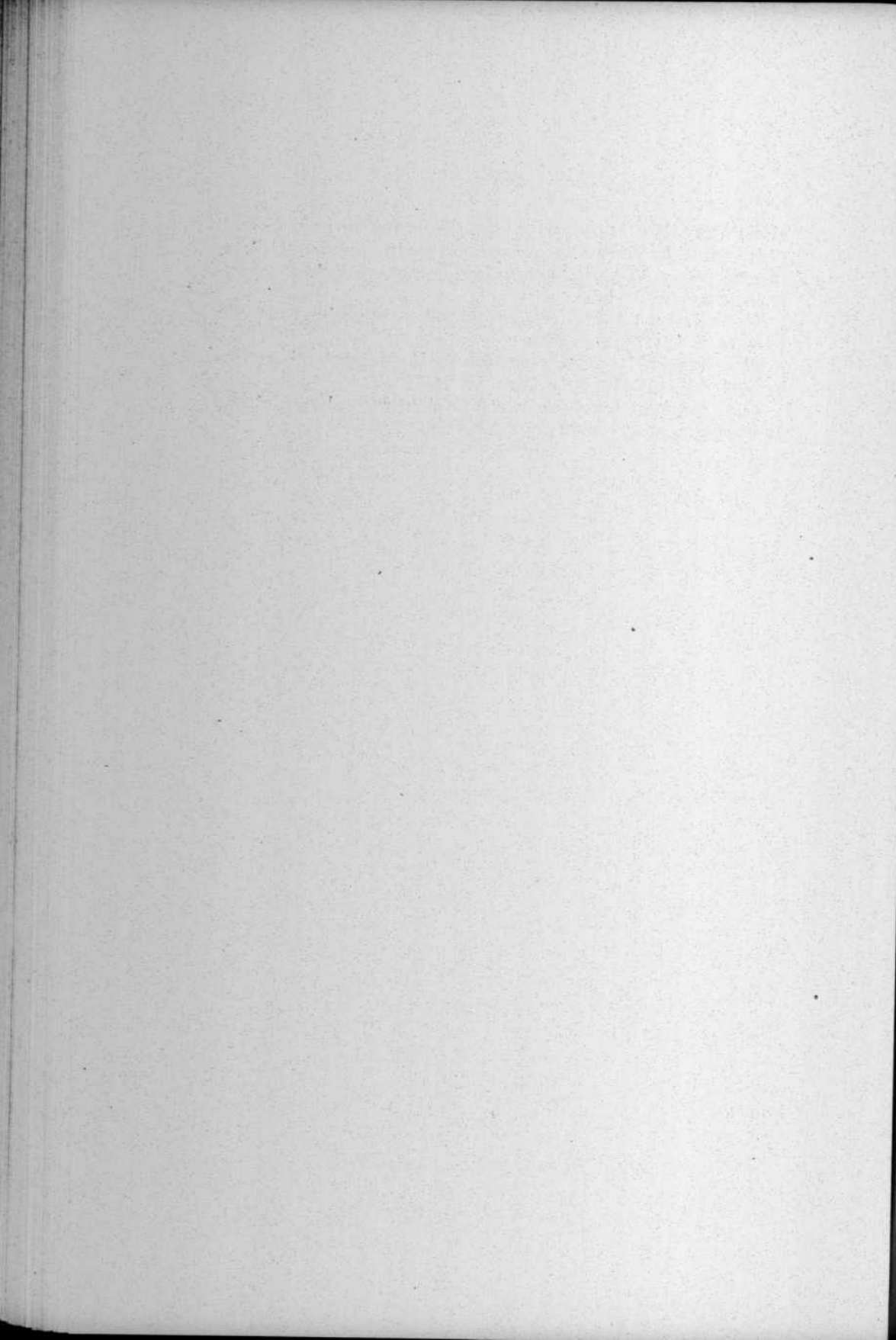
In either case where a package is used of greater dimen-

sions than the standard crate, standard barrel, barrel-crate or sack, the package rate per crate or per barrel, as the case may be, shall be applied as a per hundred pound rate on actual weight.

The standard barrel-crate referred to is understood not to exceed 12x20x36 inches.

The standard barrel referred to is understood not to exceed the capacity of a flour barrel.

The standard barrel-sack referred to is understood not to exceed a capacity of 2 1-2 bushels.



DISTANCE TABLES

DISTANCE TABLES.

ATLANTIC COAST LINE RAILWAY.

Jacksonville to Port Tampa.

Jacksonville	0.	Longs	79.0	Gatlin	151.0
Wessner	3.6	Denver	77.5	Jessamine	152.0
Richardson	5.0	Silver Pond	80.0	Pine Castle	153.0
Youkon	9.4	Hammond	81.2	Taft	154.0
Reeds	11.0	Seville	83.4	Connelly	158.6
Orange Park	14.0	Pierson	89.1	Kissimmee	164.4
Peoria	19.0	Eldridge	91.5	Campbell	168.4
Doctor's Inlet	20.4	Barberville	93.8	Loughman	175.5
Russell	23.9	De Leon Springs	99.0	Davenport	182.2
Williams	26.0	Glenwood	102.2	Haines City	185.4
Magnolia Springs	28.3	Walters	104.0	Lake Alfred	192.1
Green Cove Springs	29.8	DeLand Junction	107.2	Auburndale	196.4
Walkill	33.3	Beresford	108.0	Carter's	201.6
West Tocol	40.2	Fatio	110.0	Lakeland	207.0
Bostwick	45.7	Orange City Junction	112.3	Winston	211.1
Teasdale	48.6	Enterprise Junction	118.1	Youman's	214.1
Rice Creek	51.0	Monroe	121.0	Plant City	217.5
Pecan	51.6	Rands	122.5	Dover	223.7
Sauble	52.0	Sanford	124.3	Seffner	227.1
Palatka	54.9	Elwoud	128.0	Mango	230.0
Lundy	57.3	Crystal Lake	129.0	Orient	233.4
Peniel	60.0	Lake Mary	129.2	Thonotosassa Jct.	236.3
Buffalo Bluff	62.1	Longwood	133.8	Ybor City	237.5

Satsuma	63.9	Altamonte Springs	136.7	Tampa	238.1
Sisco	67.0	Maitland	139.3	Tampa Bay Hotel.....	241.4
Middletons	68.0	Park House	141.0	Carlow	239.8
Pomona	69.4	Winter Park	141.8	Dewey	243.3
Lake Como.....	71.0	Formosa	145.0	Port Tampa City.....	246.3
Huntington	74.2	Orlando	146.6	Port Tampa	248.0
Crescent City Jct.	77.0	Eight Oaks.....	150.0		

Jacksonville to Jesup.

Jacksonville	0.0	Ratliff	14.7	Andrews	33.9
Moncrief	3.5	Callahan	19.7	Bologne	37.3
Picket	5.5	Dyal	24.3	Folkston, Ga.	41.5
Dinsmore	9.6	Hilliard	29.9	Jesup, Ga.	96.0

ATLANTIC COAST LINE RAILWAY—Continued.
Jacksonville to St. Petersburg.

Jacksonville	0.0	Micanopy Jct.	99.1	Leesburg	159.0
Milldale	10.0	McIntosh	104.6	Corley	161.0
Moncrief	3.5	Gaitskill	106.0	Center Hill	173.6
Cambon	9.3	Orange Lake	106.1	Webster	178.2
Mandeville	14.1	Oaklawn	107.0	St. Catherine	183.3
Baldwin	19.2	Reddick	110.5	x*Croom	189.2
Mattox	24.0	Lowell	113.4	Rital	172.7
McPherson	26.8	Martin	116.5	Trilby	176.9
Nursery	29.0	Zuber	117.4	Blanton	181.8
Bessent	30.8	Kendrick	119.6	San Antonio	187.9
Sapp	37.8	Ocala Junction	124.2	Pasco	191.6
Britt	41.0	Ocala	125.1	Ehren	199.9
Ellerbe	41.7	Fakes	126.0	Drexel	202.0
Raiford	44.8	Orange Avenue	127.0	Odessa	210.4
Rylander	47.1	Montague	130.0	Keystone Park	214.1
Johnstown	49.0	Cornell	131.3	Taconey	218.0
Lake Putler	51.9	Welshton	136.0	Tarpon Springs	221.0
Dukes	58.0	Candler	138.6	Sutherland	226.5
Munich	58.8	Ocklawaha	140.0	Ozona	227.2
Worthington Springs	61.0	Weir Park	141.0	Dunedin	231.3
Santa Fe	63.9	East Lake	144.1	Clear Water	234.5
Hainesworth	68.2	Stanton	146.0	Bellair	235.5
Burnett's Lake	70.8	Weirsdale	146.6	Largo	238.1
Hague	74.1	Conant	150.0	Cross Bayou	242.9
Paradise	80.4	Lady Lake	151.3	Pinellas Park	245.8
Gainesville	84.5	Fruitland Park	156.0	Lellman	247.0
Rochelle	93.5	Leesburg Junction	158.0	St. Petersburg Wharf	252.9

Evinston	101.7	Oklahumpka	164.5	St. Petersburg	252.2
Boardman	104.0	Cason	169.0		

xJax to Croom via Newberry, 167.8. *Stations south of Croom based on mileage via Newberry.

Jacksonville to Perry.

Jacksonville	0.0	Rylander	47.1	Tyler	93.9
Milldale	10.0	Johnstown	49.0	Trenton	98.1
Moncrief	3.5	Lake Butler	51.9	Wilcox	104.5
Cambon	9.3	Dukes	57.8	Wilcox Junction	106.0
Mandeville	14.1	Munich	58.8	Old Town	108.5
Baldwin	19.2	Worthington Springs	61.0	Eugene	113.6
Mattox	24.0	Santa Fe	63.9	Cross City	116.8
McPherson	26.8	Hainesworth	68.2	Hines	126.9
Nursery	29.0	Burnett's Lake	70.8	Clara	134.0
Bessent	30.8	West Alachua	72.5	Salem	141.7
Sapp	37.8	Cadillac	77.0	Athena	150.3
Britt	41.0	Haile	79.0	Penland	154.6
Ellerbee	41.7	Komoka	82.1	Perry	161.0
Ralford	44.8	Newberry	84.6		

ATLANTIC COAST LINE RAILWAY—Continued.
Lakeland to Fort Myers.

Lakeland	0.0	Torrey	33.7	Cleveland	82.2
Pauway	4.2	Wauchula	38.1	Punta Gorda	86.0
Haskell	7.5	Zolfo	42.1	Acline	90.2
Bartow	13.0	Moffitt	45.6	Gilchrist	99.1
Ice Factory Spur.....	13.8	Buchanan	48.4	Samville ..	106.8
Homeland	19.2	Gardner	52.5	Tice	109.8
Fort Meade	23.9	Brownville	56.0	Fort Myers	114.0
Whidden Creek	26.4	Arcadia	62.0		
Jane Jay	28.4	Nocatee	66.0		
Bowling Green	31.7	Fort Ogden	72.6		

Sanford to Trilby.

Sanford	0.0	Fullers	26.6	Sheridan	48.0
Sanford Junction	0.1	Staten	27.0	Hammondsville	49.0
New Upsala	2.3	Crown Point	27.9	Groveland	49.8
Twin Lakes	3.3	Brannons	29.0	Taylorville	51.0
Sylvan Lake	4.8	Winter Garden	30.1	Mascotte	52.8
Pine Crest	5.8	Brayton	31.0	Tuscanooga	56.0
Island Lake	7.2	Tildenville	31.7	Mabel	59.0
Glen Ethel	11.2	Oakland	32.9	Cedar Hammock	59.1
Palm Springs	13.8	Killarney	35.0	Linden	62.8
Granada	14.1	Cynthiana	38.0	Tarrytown	63.2
Forest City	16.5	Mohawk	40.0	Tompkins Crossing	64.1
Toronto	19.0	Minneola	41.9	Riverland	67.2
Lakeville	21.0	Clermont	43.5	Lacoochee	71.1
Clarcona	22.8	Parkers Crossing.....	46.0	Trilby	74.6
Millerton	24.1	Varnell	48.0		

Lakeland to Waycross.

Lakeland	0.0	Holder	73.0	High Springs	139.5
Galloway	6.0	Ladonia	73.6	Fort White	148.8
Kathleen	7.6	Elliston	75.9	Lake City Junction.....	151.7
Stokes	11.5	Gibara	77.0	Hildreth	155.4
Southern Pines	12.0	Gulf Junction	79.3	Burlington	155.5
Millards	15.6	Dunnellon	80.8	Branford	162.5
Kings Mill	16.0	Chatmar	83.0	O'Brien	168.0
Lumberton	20.0	Juliette	85.3	McAlpin	174.9
Richland	20.8	Romeo	92.5	Pinemount	176.6
Ellerslie	23.0	Pedricks Mill	94.0	Padlock	181.4
Collins	26.0	Morrison	97.6	Live Oak	186.1
Dade City	27.5	Montbrook	100.8	North Live Oak.....	187.1
Owensboro	33.0	Williston	105.1	Byrd's Still	188.5
Trilby	34.0	Hodgson	106.0	Rixford	190.5
Rital	38.2	Gunnells	107.0	Suwannee	193.1
Netherland Mines	42.0	Raleigh	109.0	Marion	196.8
Croom	43.1	Eve	112.0	Jasper	202.2
Leta	46.0	Archer	116.5	Bakers Mill	206.2
Istachatta	49.1	Half Moon	121.9	Tarver, Ga.	214.7
Pineola	52.0	Newberry	126.3	Alexanderville, Ga.	217.7
Diamond Mines	53.0	Lexington	128.7	Haylow, Ga.	223.5
Floral City	56.0	Younglove	131.0	Withers, Ga.	225.4
Inverness	62.8	Wades	134.0	Dupont Junction, Ga.....	234.4
Hernando	68.3	Clark	134.5	Waycross, Ga.	269.3

High Springs to Burnett's Lake.

High Springs	0.0	Alachua	7.6	Burnett's Lake	9.3
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ATLANTIC COAST LINE RAILWAY—Continued.

Between Dunnellon and Wilcox.

Wilcox Junction	0.0	Otter Creek	22.7	Dunnellon	51.3
Chiefland	9.4	LeBannon	36.4		

Ocala to Homosassa.

Ocala	0.0	Leroy	14.7	Gulf Junction	38.0
Ocala Junction	0.9	Rock Springs	18.7	Citronelle	35.0
Martel	9.0	Juliette	22.0	Crystal River	40.5
York	12.4	Dunnellon	26.5	Homosassa	49.9

Sanford to Astor.

Sanford	0.0	Tufts	8.3	Eustis	33.3
Sanford Junction	0.8	Ethel	10.3	Fort Mason	35.2
New Upsala	2.3	Cassia	12.3	Umatilla	39.3
Twin Lakes	3.3	Wayland	14.9	Altoona	42.4
Sylvan Lake	4.8	Lovejoy's Mill	16.3	Pittman	44.5
Paola Junction	5.3	Sorrento	17.9	Astor	60.0
Paola	5.3	Mount Dora	23.4		
Markham	7.3	Tavares	28.8		

Sanford to Lake Charm.

Sanford	0.0	Rutledge	5.0	Clifton	12.0
Sanford Junction	0.8	Mecca Junction	5.6	Oviedo	17.0
Fort Reed	3.2	Clydes	7.4	Lake Charm	18.4

Leesburg to Fort Mason.

Leesburg	0.0	Lisbon	8.5	Fort Mason	13.8
Orange Bend	7.4	Grand Island	12.0		

Tavares to Lane Park.

Tavares	0.0	Lane Park	3.0		
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Kissimmee to Apopka.

Kissimmee	0.0	Isleworth	18.0	Clarcona	29.3
Shingle Creek	4.3	Windemere	18.5	Apopka	33.1
McLane's	8.7	Gotha	21.1		
Waco	17.3	Ocoee	24.5		

Kissimmee to Narcoossee.

Kissimmee	0.0	St. Cloud Junction.....	6.1	Peento	10.0
Hammock Grove	1.0	St. Cloud	9.0	Runnymede	12.8
Hirtzel	2.0	Deeson	7.0	Narcoossee	14.0
Wadleys Crossing	3.0	Sunnyside	9.0		
Carolina	4.5	Ashton	10.0		

Lake Alfred to Bartow

Lake Alfred.....	0.0	Eagle Lake	9.0	Bartow	16.7
Florence Villa	3.5	Excelsior Park	13.2		
Winter Haven	5.0	Gordonsville	12.0		

DeLand Junction and DeLand.

De Land Junction.....	0.0	Stetson	2.1	De Land	4.0
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ATLANTIC COAST LINE RAILWAY—Continued.

Winston to Fort Meade.

Winston	0.0	Kingsford	12.0	Phosphoria	19.9
Wood Spur	3.0	Bruce	13.8	McDowell	20.0
Medulla	5.8	Pierce	13.8	Agricola	21.4
Christina	7.5	Nichols	15.0	Marquis Mill	24.0
Bone Valley Junction.....	8.8	Pebbledale	15.4	Tiger Bay	25.3
Prairie	9.0	Long Branch	17.0	Ft. Meade	28.8
Mulberry	10.8	Green Bay	17.2		

Sanford to Mecca Junction.

Sanford	0.0	Beck Hammock	3.5	Palm Villa	8.0
Brisson	1.6	Moore	4.4	Mecca	8.8
Sipes	2.2	Cameron City	5.6	Mecca Junction	9.4
Beardall	2.6	Crippen	6.3		

Thonotosassa Junc. to Thonotosassa.

Thonotosassa Junction	0.0	Hillsboro	7.0	Thonotosassa	11.0
Harney	5.5	Idlewild	8.5		

Croom to Brooksville.

Croom	0.0	Brooksville	10.0		
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Proctor to Citra.

Proctor	0.0	Citra	6.1		
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Palatka to Rochelle.

Palatka.	0.0	Hollister	11.5	McMeekin	25.3
O. V. Junction.....	1.6	Interlachen	16.6	Hawthorne	30.0
Francis	4.4	Edgar	21.2	Grove Park	34.7
Akomi	10.1	Joanson	22.7	Rochelle. ..	38.9

Micanopy Junction to Tacoma.

Micanopy Junc.....	0.0	Micanopy	3.4	Tacoma	8.4
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Lake City to Lake City Junction.

Lake City	0.0	Columbia	10.7	Lake City Junction	18.7
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Monticello to Thomasville.

Monticello	0.0	Metcalf	14.1	Thomasville ,Ga.....	24.1
Fincher	11.6				

River Junction to Climax.

River Junction	0.0	Faceville, Ga.....	14.9	Climax, Ga.	30.3
Recovery	8.8	Fowltown, Ga.	21.6		

Haines City to Sebring.

Haines City	0.0	Crooked Lake	21.3	Sebring	46.5
Dundee	6.9	Frostproof	27.8		
Lake Walles	15.4	Avon Park	38.5		

Tampa to West Tampa.

Tampa	0.0	West Tampa	3.0		
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ATLANTIC COAST LINE RAILWAY—Continued

Nichols to Mulberry.

Nichols	0.0	Mulberry	0.4	
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Fanlew to Thomasville.

Fanlew	0.0	Miccosukee	24.1	Roddenberry, Ga.	34.0
Cody	6.4	Yarborough	26.0	Hammond, Ga.	37.0
El Destino	10.3	Copeland	27.9	Myrtlewood, Ga.	41.0
Capitola	13.1	Stringer	27.9	Beverly, Ga.	42.0
Cates	16.0	Elmer	30.2	Cherokee, Ga.	46.0
Wadesboro	17.4	Fincher	31.7	Thomasville, Ga.	47.0

SEABOARD AIR LINE RAILWAY.
From Jacksonville to River Junction.

Jacksonville	0.0	Ogden	64.8	Pinhook	140.0
West Jacksonville	3.3	Welborn	70.5	Braswell	140.5
Marietta	7.4	Houston	76.0	Lloyd	147.0
Priceville	9.0	Live Oak	81.3	Steel Creek	149.0
White House	10.9	Suwannee	88.0	Capitola	151.5
Halsema	13.0	Dickert	88.6	Chaires	153.5
Otis	14.0	Falmouth	90.9	Perkins	160.5
Baldwin	18.7	Swann	94.0	Tallahassee	165.0
Mattox	22.7	Ellaville	94.7	Ocklocknee	173.4
Maccleenny	27.5	Lee's	102.2	Lawrences	174.0
Glen St. Mary	29.8	West Farm	104.4	Carsons	176.0
Drake	32.5	Madison	109.7	Midway	177.1
Sanderson	36.8	Champaign	114.8	Quincy	189.0
Olustee	46.7	Greenville	123.3	Gretna	194.3
Mt. Carrie	51.1	Linwood	127.0	Mt. Pleasant	197.7
Watertown	56.7	Aucilla	130.7	Jamison	200.5
Lake City	59.3	Drifton	138.2	River Junction	207.8

Jacksonville to Tampa.

Jacksonville	0.0	Fiftone	22.4	Spring Park	95.0
West Jacksonville	3.3	Island Grove	80.5	Sumterville Junction	136.0
Marietta	7.4	Citra	83.0	Sumterville	138.2
Priceville	9.0	Meadows	85.5	Edenfield	140.0
White House	10.9	Sparr	88.5	Bushnell	142.0
Halsema	13.0	Factory Siding	90.0	St. Catherine	145.9
Otis	14.0	Vegetable Spur	91.0	Terrell	150.1
Baldwin	18.7	Anthony	91.8	Lacoochee	156.3

SEABOARD AIR LINE RAILWAY—Continued.

Maxville	26.2	Oak	95.1	Owensboro	158.0
Mudge	32.0	Silver Springs Junction	97.7	Crescent	159.0
Highland	32.6	Silver Springs	99.6	Dade City	164.2
Hahoney	34.0	Ocala	101.5	Pasadena	166.7
Leghee	35.0	York Spur	103.0	Phelps	170.6
Lawtey	37.7	Orange Avenue	105.0	Greer	171.5
Horn	39.0	Millers	107.0	Zephyrhills	173.6
Temple	40.0	Santos	109.1	Bramlett	176.0
Starke	44.4	Pollys Mill	110.0	Knights	184.9
Reynolds	46.0	Thaggard	112.0	Plant City	188.9
Thurston	49.0	Bellevue	113.1	Turkey Creek	193.7
Hampton	50.7	Greenleaf	114.0	Sidney	195.4
Eddys Spur	52.0	Summerfield	117.3	Sand Brick	197.0
Navarre	54.0	South Lake Weir Junction	117.3	Valrico	198.4
Waldo	56.3	Dallas	119.8	Dickinson	200.0
Maultsby	60.0	Oxford	122.8	Brandon	200.7
Eighty Nine	61.0	Harris Siding	125.0	Limona	201.7
Orange Heights	61.4	McRaneys	127.0	Pitts	204.0
Campv. Brick Track	65.0	Wildwood	127.4	Yeomans	206.7
Campville	65.4	Monarch	130.0	Fultons Spur	208.0
Goodwins	67.0	Hines	131.0	Tampa Northern Junction	209.4
Rex	68.0	Coleman	131.9	Ybor City	210.1
Hawthorne	70.5	Warnell	134.0	Tampa	211.0
Lochloosa	76.9	Panasoffkee	135.4		

Jacksonville to Savannah.

Jacksonville	0.0	Duval	13.9	Becker	27.6
F. & J. Junction	4.2	Tisonia	17.0	Evergreen	30.6
Panama	6.7	Hedges	21.2	Savannah, Ga.	137.8
Eastport Junction	10.7	Yulee	24.1		

Fernandina to Baldwin.

Fernandina	0.0	Italia	19.0	Inglehome	38.8
O'Neil	6.0	Callahan	27.2	Bryceville	41.0
Lofton	8.5	Crawford	31.6	Baldwin	47.2
Yulee	12.1	Dahoma	34.8		
Wilson	14.0	Verdie	37.0		

Waldo to Cedar Key.

Waldo	0.0	Palmer	24.2	Dutton's Spur	52.0
Millican	3.4	Orchard	26.0	Gulf Hammock	53.0
Fingers Mill	5.0	Archer	28.2	Wylly	58.4
Fairbanks	7.0	Camps Spur	32.0	Rosewood	60.6
Dowds Spur	10.0	Albion	33.5	Dix	61.0
Gainesville	13.8	Meredith	34.4	Sumner	63.0
Millards	16.0	Bronson	37.5	Luckens	68.1
Daysville	17.6	Otella	40.0	Suskins	69.0
Hammock Ridge	18.7	Lennon	43.6	Cedar Keys	70.8
Arrendondo	19.8	Otter Creek	49.3		
Kanapaha	21.0	Ellzey	51.0		

Starke to Wannee.

Starke	0.0	LaCrosse	19.4	Central Junction	37.3
Pine Island	5.0	Getzens	20.2	Neals	41.3
Sampson Junction	6.4	Hainesworth	23.4	Williford	46.3
Wainwrights	7.6	A. C. L. Junction	25.3	Curtis	49.0
Clayno	10.1	Alachua	26.5	Bell	51.2
Atlantic	12.6	Hodges	29.3	Wannee	56.6
Brooker	14.6	Arno	32.6		
Tuomasville	16.4	Buda	35.1		

SEABOARD AIR LINE RAILWAY—Continued.

Buda to Norwillis.

Buda	0.0	Vanes Pen	6.0	Williams	9.0
Mutual	2.0	Mersey	7.0	Frankphos	9.0
Thames Junction	5.0	Fleetnor	8.0	Norwillis	9.0

Archer to Inverness

Archer	0.0	Montbrook	16.0	Blue Run	40.0
Eve	4.3	Morrison	19.5	Dunnellon	40.8
Raleigh	6.8	Standard	24.0	Blue Run Yard	40.0
Hodgson	9.0	Early Bird	26.8	Harrison	47.3
Gunnells	9.0	Eagle Mine	29.0	Johnsons	56.0
Williston	11.4	Hoyt	31.1	Inverness	58.6

Wildwood to Orlando.

Wildwood	0.0	Sadie	14.6	Plymouth	36.8
Orange Home	3.1	Eldorado	14.8	Apopka	40.2
Bamboo	5.0	Cunninghams	16.0	Piedmont	43.1
Sprinks	6.6	Tavares	21.0	Toronto	44.5
Whitney	7.3	Ellsworth Junction	25.0	Hamilton	45.0
Mill Spur	8.0	Victoria	29.0	Lockhart	46.2
Montclair	9.0	Wallings	30.6	Fairvilla	49.5
Leesburg	11.3	Gainesboro	31.2	Modello Park	50.3
Sunnyside	14.0	Zellwood	32.8	Orlando	53.1
Birds	14.0	McDonald	35.1		

Orlando to Lake Charm.

Orlando	0.0	Lakemont	7.0	O. W. & L. Track	14.0
Rowena	2.8	Lake Nowell	9.0	Lawtons Pkg. House	15.9
Morse	4.0	Golden Rod	10.3	Ovelo	15.9
College Station	5.1	Bertha	11.0	Lake Charm	17.0
Winter Park	5.5	Gabriella	12.6		

Morriston to Ackert Spur

Morriston	0.0	Ackert Spur.....	0.5	
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Turkey Creek to Venice.

Turkey Creek	0.0	Ellenton Junction	40.6	Bradentown	45.4
Durant	5.2	Ellenton	41.4	Orange Spur	47.0
Lithia	9.0	Harlee	42.0	Oneco	47.9
Boyette	11.1	Harrison	42.0	Tallavast	50.0
Burnetts Crossing	16.0	Springstead	42.0	Rardins	52.0
Balm	16.6	Palmetto Junction	41.9	Sarasota	54.4
Wimauma	20.2	Palmetto	43.2	Fruitville	58.2
Willow	26.0	Atwood Junction	43.0	Bee Ridge	61.8
Dickey	29.0	Manavista	44.0	Osprey	66.7
Parish	32.0	Terra Ceia Junction	39.0	Laurel	71.8
Erle	36.0	Terra Ceia	43.4	Nokomis	73.1
Vegetable	36.0	Manatee	44.2	Venice	74.5
Barber	40.0	Bradentown Junction	44.4		

Plant City to Walinwa.

Plant City	0.0	Welcome	13.0	Polk Lake	31.1
Coronet Junction	2.2	Edeson Junction	13.0	Alturas	35.5
Coronet	3.5	Edeson	13.2	Peace Valley	40.3
Trapnell	4.2	Nichols	15.6	Lake Wales	44.5
Hopewell	6.4	Mulberry	19.2	Baynard	50.0
Alafia	8.5	Ridgewood	22.9	Hilderly	52.6
Keyssville	10.4	Bartow	27.2	Walinwa	59.1
Welcome Junction	10.9	Pembroke Junction	28.2		

Edeson Junction to Agricola.

Edeson Junction	0.0	Bradley Junction	7.2	Agricola	12.1
Stephens Spur	4.6	Macdowell	11.6		

SEABOARD AIR LINE RAILWAY—Continued.

Tampa to Brooksville					
Tampa	0.0	Chapman	13.1	Weeks	39.1
Ybor City	1.9	Stemper	15.3	Ayers	39.7
T. N. Junction	2.2	Lutz	16.3	Powell	43.3
Gary	2.6	Deer Lake	17.8	Garrison	45.1
Parker	5.3	Denham	19.3	Salil	47.2
Hardee	5.8	Drexel	22.7	Tooke Lake Junction	47.6
Gulf Coast Junction	7.6	Fivay Junction	29.2	Brooksville	48.6
Flora	10.1	Greenfield	30.5		
Nowatney	11.1	Loyce	34.0		

Brooksville to Centralia					
Brooksville	0.0	Norman	6.4	Centralia	15.9
Tooke Lake Junction	1.0	Tooke Lake	13.4		
Wiscon	4.4	Long Lake	14.9		

Tallahassee to St. Marks.					
Tallahassee	0.0	Woodville	9.9	Wakulla	15.6
Belair	4.0	Ferrell	10.1	Burns	17.0
Luterloh	7.9	Vareen	12.8	St. Marks	20.4

Tallahassee to Waylonzo.					
Tallahassee	0.0	Rose	12.9	Walkers Springs	30.0
St. Marks Junction	2.9	Cay	19.0	Covington	32.3
Corey	10.3	Wacissa	21.3		
Walton	12.9	Leonton	23.6		

Morrilton to Holder.

Morrilton	0.0	Eureka Mine	23.0	Syndicate No. 1	29.0
Early Bird	6.0	Anderson Mine	23.0	Section No. 34 Mine	29.0
Blue Run Mine	20.0	Dunnellon	20.0	Section No. 26 Mine	33.0
Ray Mine	20.0	River Mine	21.0	Section No. 35 Mine	33.0
Dunnellon Mine	21.0	Section 20-A Mine	26.0	Inverness	38.0
Cullens Mine	21.0	Section 20-B Mine	26.0	Southern Mine	38.0
Marion Mine	21.0	Section 20-C Mine	26.0	Holder No. 1 Mine	40.0
Griggs Mine	21.0	Syndicate No. 3	28.0	Holder No. 2 Mine	40.0

Drifton to Monticello.

Drifton	0.0	Monticello	4.4
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South Dunnellon to Inglis.

Chatmar, A. C. L. Connection	0.0	Florida Power Co. Spur.....	11.0	Station A	8.0
Rockwell	1.0	Inglis	14.0	Station B	11.0
Station A	6.0	S. Dunnellon, S.A.L. Connec.	0.0	Florida Power Co.'s Spur.....	13.0
Station B	9.0	Rockwell	3.5	Inglis	16.0

Tampa to St. Petersburg

Tampa	0.0	Tarpon Springs Junction.....	15.4	Baskin	38.3
Ybor City	1.9	Bridgeport	23.7	Indian Beach Junction.....	38.5
Gary	2.6	Espiritu Santo Springs.....	26.2	Woodrow	39.4
Parker	5.3	Dellwood	27.3	Oakhurst	42.2
Hardee	5.8	Coachman	29.2	Seminole	43.4
Gulf Coast Junction.....	7.6	Clearwater	33.7	Tyrone	46.5
Sulphur Springs	8.0	Bellaire	35.0	Davista	49.1
Goldstein	10.4	Largo	36.9	Gulfport	51.3
Lake View	11.5	Annona	37.0	St. Petersburg	54.8

SEABOARD AIR LINE RAILWAY—Continued.

Tarpon Springs Junction to Tarpon Springs

Tarpon Springs Junction....	0.0	Cosme	5.1	Kimbrough	15.2
Lynn	1.0	Lake Fern	8.6	Lake Villa	18.5
Spivey	1.9	Gulf Pine	10.3	Tarpon Springs	21.5
Citrus Park	2.8	Keystone Colony	13.8		

Lake Villa to Port Richey

Lake Villa	0.0	Elfers	4.6		
Sans Souci	4.0	Port Richey	7.2		

Bradentown to Arcadia

Bradentown	0.0	St. Claire	21.4	Tryon	42.4
Bradentown Junction	1.0	Parmelee	24.5	Nocatee Junction	44.1
Manatee	1.3	Myakka City	28.5	Belgium	47.0
East Manatee	3.2	East Myakka	29.4	Arcadia	50.3
Alsace	5.1	Parktoyn	35.2		
Lorraine	11.7	Pine Level	40.6		

Walinwa to Nalaca

Walinwa	0.0	Mile Post 65.....	8.0		
Florinda	5.0	Nalaca	8.0		

GEORGIA SOUTHERN AND FLORIDA RAILWAY.

Palatka to Valdosta.

Palatka	0.0	Theresa	32.5	Winfield	80.0
A. C. L. Junction	1.0	Hampton	36.4	Suwannee Valley	82.8
Woodburn	7.6	Sampson City	42.1	White Springs	86.3
Carraway	10.6	New River	46.8	Winn	89.7
Baywood	13.0	Lake Butler	53.1	Genoa	93.2
Florahome	16.9	Guilford	58.1	Jasper	103.8
Grandin	18.9	Lulu	63.7	Avoca	109.9
Putnam Hall	21.5	Jefferson	67.0	Jennings	115.3
Lake Geneva	26.1	Watertown	73.3	Melrose, Ga.	118.8
Brooklyn	28.2	Lake City	74.4	Valdosta, Ga.	134.4

Jacksonville to Macon.

Jacksonville	0.0	Kent	22.7	Ewing	56.2
J. & S. W. Crossing	3.6	St. George	26.9	Valdosta, Ga.	110.1
Hoyt	5.1	Clarking	31.8	Tifton, Ga.	156.6
King's Grove	7.5	Moniac	38.7	Macon, Ga.	261.8
Plummer	11.4	Baxter	39.5		
Crawford	17.7	Eddy	45.6		

TAMPA & JACKSONVILLE RAILWAY.

Sampson City	0.0	Rocky Point	25.7	Hickman	41.5
Graham	4.5	Hailes Siding	28.3	Southside	42.4
Louise	5.8	Wacahoota	29.3	Dungarvin	43.4
Cyril	7.0	Lisman	30.0	Irvine	45.0
Bellamy	11.5	Clyatts	32.6	Williams Siding	46.0
Ellithorpe	16.0	Kirkwood	33.3	Fort Drane	46.3
A. C. L. Crossing	19.0	Tacoma	34.4	Fairfield	48.0
Gainesville	20.0	Micanopy	36.7	Cara	51.5
S. A. L. Crossing	20.3	Tuscawilla	39.2	Melton	52.5
Cannon's	24.5	Simonton	39.9	Emathla	56.0

LIVE OAK, PERRY & GULF RAILROAD.

Live Oak	0.0	Mayo Junction	20.7	Perry	44.0
S. A. L. Crossing	1.0	Day	22.0	Springdale	47.0
Starr	6.5	Silo	25.0	Hampton Springs	49.0
Mercer	8.5	Townsend	28.0	Murat Junction	54.0
Newburn	10.0	Smith	33.0	Waylonzo	60.0
Lancaster	14.0	Fenholloway	38.0	Loughridge	64.0
Dowling Park	17.0	Florida Ry. Crossing	39.0		
Chancey	18.0	Blue Creek Junction	40.0		

Mayo Branch.

Mayo Junction	0.0	Peterson	8.3	Alton	14.3
Dell	4.8	Mayo	12.0		

LOUISVILLE & NASHVILLE

Pensacola Division.

Pensacola	0.0	Cottage Hill	16.5	Jacobi	29.0
Goulding	2.6	Quintette	18.9	McDavid	33.1
Brent	4.0	Molino	23.5	Thriffs	35.2
Olive	6.8	Noriagga	23.7	Bluff Springs	38.4
Roberts	11.4	Dolores	24.7	Pringe	40.2
Gonzales	12.6	Barch	25.7	Century	41.7
Cantonment	15.0	Pine Barren	27.3	Flomaton	43.7

P. & A. Division.

Pensacola	0.0				
Red Bluff	3.2	Deer Land	59.1	Hagerman	112.6
Bohemia	6.1	Claroy	61.5	Piney Grove	113.6
Gull Point	7.2	Ginsburg	63.5	Chipley	116.4
Ynlestra	7.8	Mossy Head	66.1	Macon	118.9
Escambia	8.8	Gradan	70.5	Aycock	122.2
Mulat	12.3	Bear Head	72.5	Cottondale	125.9
Harp	13.65	Pintado	74.5	Simla	128.5
Galt City	16.9	Tervin	78.5	Marianna	135.1
Bagdad Junction	18.7	DeFuniak Springs	78.9	Lulaton	137.6
Milton	19.5	Argyle	83.6	Lorena	140.6
Harold	29.6	Ponce de Leon	90.5	Criglar	142.6
Kenneth	36.0	Valle	93.9	Cypress	145.8
Holts	38.3	Gelder	96.9	Grand Ridge	149.1
Galliver	40.8	Westville	96.9	Inwood	152.6
Milligan	45.9	Caryville	99.5	Sneads	155.1
Crestview	50.1	Lone Pine	103.9	Chattahoochee River Ldg.	159.6
Hinco	51.6	Bonifay	107.6	River Junction	160.7

Crestview to Florida.

Crestview	0.0	Pineway	13.5	Cowans	19.9
Auburn	4.6	Falco Junction	14.6	Svea	20.8
Caledonia	8.5	Williamson	15.0	Hoogstract	21.5
Canton	10.0	Laurel Hill	16.5	Florida, Ala.	26.4

Alabama Division.

Graceville	0.0	Noma	6.7	Georgiana, Ala.	100.1
Eleanor	3.0	High Note	11.6	Montgomery, Ala.	159.4

APALACHICOLA NORTHERN RAILROAD.

River Junction to Port St. Joe.

River Junction	0.0	Causey	31.0	Buck's Still	66.6
Dolan	7.9	Clio	31.7	Beverly	67.6
Hardaway	8.5	Adrem	33.0	Borrow Pit	69.6
Greensboro	12.7	Trump	33.9	Draw Bridge	75.5
Juniper	14.6	Liberty	34.2	Franklin	76.5
Guest	17.1	Deerhunt	37.7	Apalachicola	79.5
Sedalia	17.3	Vilas	39.5	Wye	82.5
Elmira	18.9	South Vilas	40.2	Tilton	83.5
Eddy	19.0	Zion	42.5	Odena	92.0
Millman	21.6	Wilma	46.0	Nulsen	95.0
Lowrey	23.5	Criglar	48.0	Niles	99.3
Hosford	26.9	Sumatra	56.0	Port St. Joe.....	102.3
Evans	29.3	Coline	60.0		
Telogia	29.5	Fort Gadsden	62.5		

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ATLANTA & ST. ANDREWS BAY RAILWAY COMPANY.

Panama City	0.0	Saunders	24.24	Welchton	56.01
Millville Junction	2.27	Sherman	27.26	Jacobs	58.13
St. Andrews to Panama City	2.79	Fountain	28.40	Campbellton	61.94
Mill Bayou	6.67	Betts	31.72	State Line (Siding).....	65.48
Bayou George	10.50	Econfina	34.21	Madrid	67.87
Majette	12.28	Compass Lake	36.76	Hodgesville	70.89
Galco	14.79	Round Lake	41.14	Keyton	73.11
Calro	15.48	Alford	43.95	Memphis	75.46
Nixon	17.56	Steele City	45.76	Carmichael	77.45
Youngstown	20.54	Cottondale	50.99	Dothan	81.35

GEORGIA, FLORIDA & ALABAMA RAILWAY.

Carrabelle	0.0	Raker Mill	31.0	Gibson	62.0
Lanark	5.0	Hilliardville	36.0	Havana	67.0
MacIntyre	13.0	Helen	38.0	Hinson	68.0
Curtis Mills	16.0	Spring Hill	40.0	Jamieson	71.0
Sopchoppy	19.0	S. A. L. Junction.....	49.0	Bainbridge, Ga.	90.0
Ashmore	21.0	Tallahassee	50.0	Arlington, Ga.	129.0
Millgrove	26.0	Saxon	54.0	Cuthbert, Ga.	156.0
Arran	29.0	Lake Jackson	59.0		

Quincy Branch..

Havana	0.0	Littman	7.0	Quincy	11.0
Florence	5.0	Cory	9.0		

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SOUTH GEORGIA RAILWAY.

Hampton Springs	0.0	Sirmans	22.0	Lovett	43.0
Perry	5.0	Vickers	30.0	Quitman	54.0
Boyd	11.0	Greenville	31.0	Adel	82.0
Lake Bird	15.0	Dennett	36.0		
Shady Grove	17.0	Maysland	40.0		

GEORGIA & FLORIDA RAILWAY.

Madison	0.0	Pinetta	10.4	Valdosta, Ga.	28.0
Hanson	7.3	Olympia, Ga.	14.6		

CHARLOTTE HARBOR AND NORTHERN RAILWAY.

S. Boca Grande.....	0.0	Nocatee	47.0	Baird	84.2
Boca Grande.....	2.3	Arcadia	51.9	Cottman	86.2
Gasparilla	5.3	Bunker	54.7	Chicora	89.3
Placida	10.0	Kinsey	60.4	Bradley Junction	92.1
McCall	17.6	Limestone	61.9	Martin Junction	93.6
Southland	20.6	Bridges	65.1	Pierce	95.3
Murdock	26.5	Rector	67.1	Tiger Bay	96.2
Mars	28.5	Ona	69.7	Bruce	96.8
Platt	36.9	Vandolah	71.2	Ridgewood	101.3
Bogges	38.8	Ft. Green Springs.....	77.7	South Mulberry	98.7
Ft. Ogden	39.9	Ft. Green	79.5	Mulberry	99.9
Hull	42.6	Ft. Green Junction.....	80.0		

PENSACOLA, MOBILE & NEW ORLEANS RAILWAY.

Pensacola	0.0	Millview Junction	6.29	Millview	7.29
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PENSACOLA, MOBILE & NEW ORLEANS RAILWAY.

Millview Junction	0.0	Klondyke	6.3	Muscogee.	15.3
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OKLAHAWA VALLEY RAILROAD.

Ocala	0.0	Daisy	14.4	Rodman Junction	41.7
Silver Springs Junction.....	3.8	Ft. McCoy	18.8	Rodman	43.9
Silver Springs	5.8	Bay Lake	26.8	Stokely	48.1
Oak Junction	7.8	Orange Springs	30.8	O. N. Junction	52.1
Burbank	13.1	Kenwood	35.4	Palatka	53.7

TAVARES & GULF.

Tavares	0.0	West Apopka	15.0	Tildenville	27.5
Ellsworth Junction	3.5	Montverde	18.0	Brayton	28.5
Astatula	7.5	Waits Junction	21.0	Winter Garden	29.0
Heatons	10.5	Killarney	24.5	Ocoee	31.4
Bear Spring	13.0	Oakland	26.5		

Waits Junction to Clermont.

Waits Junction	0.0	Mohawk	3.0	Clermont	6.0
Crenshaw	1.0	Minneola	4.5		

MARIANNA & BLOUNTSTOWN RAILROAD.

Marianna	0.0	Cox	13.5	Sharpston	35.0
Oak Dale	4.9	Altha	15.8	Gaskins Siding	40.0
Simsville	7.5	Blountstown	26.7	Scotts Ferry	42.0
Rock Creek	9.0	Old Blountstown	29.0		
Sink Creek	11.3	Flowers Still	31.0		

FLORIDA EAST COAST RAILWAY.

Jacksonville to Key West.

Jacksonville	0.0	Volusia	99.0	Sarno	190.7
South Jacksonville	1.3	Tomoka	101.4	Melbourne	194.2
Bowden	4.6	Hotel Junction	104.0	Tillman	197.5
Sunbeam	9.4	Ormond Hotels	105.3	Malabar	199.9
Greenland	12.8	Ormond	104.2	Valkaria	203.0
Bayard	15.2	Holly Hill	107.0	Grant	205.6
Durbin	20.6	Daytona	109.7	Micco	209.2
Woodland	24.2	Blake	112.5	Roseland	212.4
Sampson	27.3	Port Orange	114.7	Sebastian	214.5
Magnolia Grove	31.5	Spruce Creek	119.5	Wabasso	219.3
Baker Siding	34.8	Turnbull Bay	121.3	Quay	221.9
St. Augustine	36.7	New Smyrna	124.6	Gifford	225.5
Dean Siding	37.3	Hawks Park	127.1	Vero	227.8
Hurds	44.2	Hucomer	131.2	Oslo	231.1
Elkton	47.1	Oak Hill	136.4	Viking	234.6
Armstrong	49.0	Lyrata	143.5	St. Lucie	238.9
Holy Branch	51.1	East Mims	150.3	Ft. Pierce	241.6
Hastings	53.7	Titusville	154.4	White City	246.3
Orange Mills	57.4	Indian River	157.6	Eldred	247.2
East Palatka	61.4	Pritchards	157.7	Ankona	249.0
San Mateo Junction	62.8	Siwashe	162.6	Walton	252.4
Yelvington	66.6	Frontenac	165.4	Eden	254.4
Roy	68.8	Sharpes	167.4	Jensen	256.8
Dinner Island	76.4	City Point	169.3	Rio	258.8
Neoga	81.2	Cocoa	173.1	Gosling	260.5
Espanola	82.3	Rockledge	174.6	Stuart	261.4
Bunnell	86.6	Bonaventure	179.4	Salerno	266.5
Dupont	90.1	Bugbee	182.7	Fruita	268.7
Harwood	97.6	Eau Gallie	189.8		

Gomez	272.2	Biscayne	359.0	Plantation	434.1
Mobe Sound	274.7	Little River	360.6	Quarry	438.6
Likely	277.8	Lemon City	361.8	Islamorada	440.1
Tropic	279.3	Buena Vista	363.2	Central Supply	444.0
Jupiter	283.3	Miami	365.6	Indian Key	445.2
Prairie	290.5	Cocoanut Grove	370.9	Crevalo	447.6
Riveria	295.3	Larkin	373.8	Cooks Siding	450.6
West Palm Beach	299.0	Kendal	376.4	Crescent	455.1
Royal Poinciana	299.7	Benson	378.6	Long Key	457.3
Breakers	300.3	Keys	379.5	Toms Harbor	461.7
Lake Worth	306.2	Rockdale	380.2	Grassy	464.4
Lantana	308.3	Perrine	381.6	Vaca	470.9
Hypoluxo	309.4	Peters	382.5	Marathon	474.1
Boynton	312.2	Goulds	385.8	Knights Key Dock	476.8
Delray	316.9	Black Point	386.7	Bahia Honda	485.1
Yamato	321.4	Princeton	387.7	Spanish Harbor	488.7
Boca Ratone	324.5	Naranja	389.4	Big Pine	491.9
Deerfield	327.0	Modello	391.5	Ramrod Key	495.8
Pompano	333.1	Homestead	393.9	Cudjoo	499.9
Colohatchee	338.3	Florida City	395.6	Sugarloaf	502.9
Fort Lauderdale	341.2	Woodall Siding	401.6	Chase	506.0
Dania	345.9	Everglade	408.3	Big Cappitt	512.2
Hallandale	350.6	Jewfish	415.4	Stock Island	518.5
Ojus	353.3	Key Largo	417.3	Key West	522.0
Fulford	354.7	Rock Harbor	424.4		
Arch Creek	357.4	Tavernier	431.0		

New Smyrna to Orange City Junction.

New Smyrna	0.0	Rogers	15.5	Orange City	25.5
Glencoe	3.2	Bond's Spur	17.6	Orange City Junction	27.6
Briggsville	8.2	Lake Helen	20.7		
Indian Spring	10.0	Twin Oaks	24.4		

FLORIDA EAST COAST RAILWAY—Continued.
Titusville to Enterprise Junction.

Titusville	0.0	Aurantia	9.4	Osteen	29.5
Lagrange	2.1	Maytown	16.8	Garfield	33.8
Mims	4.3	Cow Creek	21.2	Enterprise	36.3
Turnbull	7.5	Farmton	23.5	Enterprise Junction	40.1
Turnbull Junction	8.0	Kalamazoo	27.0		

Jacksonville to Mayport.

Jacksonville	0.0	Center Park	10.7	Atlantic Beach	20.3
South Jacksonville	1.3	San Pablo	14.6	Manhattan Beach	22.6
St. Nicholas	2.7	Pablo Beach	17.3	Burnside Beach	23.0
Springs Glen	4.1	Manatee Avenue	18.0	East Mayport	23.9
Hogan	6.1	Cashens	19.2	Mayport	25.4

East Palatka to San Mateo.

East Palatka	0.0	Howard's Ridge	2.6		
San Mateo Junction	1.4	San Mateo	4.1		

East Palatka to Palatka.

East Palatka	0.0	Water Street, Palatka	2.1	Palatka Station	2.7
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New Smyrna to Okeechobee.

New Smyrna	0.0	Wewahootee	51.5	Yeehaw	106.1
Creighton	9.5	Sa'ofka	59.1	Osowaw	112.6
Maytown	17.6	Tohopkee	64.9	Fort Drum	118.9
St. Johns River	23.8	Holopaw	71.2	Hilolo	122.9
Geneva	28.8	Illahaw	79.8	Efaw	127.7
Chuluota	35.9	Nittaw	84.7	Opal	131.8
Lake Pickett	39.4	Kenansville	90.0	Okeechobee	139.1
Bithlo	42.2	Apoxsee	96.1		
Pocataw	47.1	Lokosee	99.9		

FELLSMERE RAILROAD.

Sebastian	0.0	Kitching	3.7	Fellsmere	9.9
		River Bridge	5.4		

FLORIDA, ALABAMA & GULF RAILROAD.

Galliver	0.0	Hilton	10.0	Mountain City	20.0
Baker	6.0	Blackman	15.0	Wing	24.0
Givens Junction	9.0	Blackman Junction	16.0	Falco, Ala.	25.0

OCALA & SOUTHWESTERN RAILROAD.

Ocala	0.0	Ray	6.0		
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BIRMINGHAM, COLUMBUS & ST. ANDREWS RAILROAD COMPANY.

Chipley to South Port.

Chipley	0.0	Macom	16.0	Gothie	27.0
Washington	5.0	Tiller	19.0	Lake Meriel	30.0
Everett	8.5	Greenhead	20.5	Vicksburg	34.5
Wausau	11.0	Riverside	22.0	South Port	38.0

GULF, FLORIDA AND ALABAMA RAILWAY.

Pensacola	0.0	Cantonment	17.9	Earnestville	34.5
West Pensacola	3.7	Muscogee	21.82	McKinnonville	35.9
Goulding Spur	5.7	Gateswood Junction	25.2	Buck Eye	41.9
Roberts	13.3	Barrineau Park	28.6	Walnut Hill	43.5
Gonzales	15.1	Tenile	31.8	Pine Forest	47.3

MADISON SOUTHERN RAILWAY.

Madison	0.0	Lillian	5.0	..aco	7.0
Weston	4.0	Alamo	6.0		

PELHAM & HAVANA RAILROAD.

Havana, Fla.	0.0	Calvary, Ga.	9.0	Gradyville, Ga.	21.0
Hinson, Fla.	2.0	Reno, Ga.	14.0	Cairo, Ga.	24.0
Darsey, Fla.	5.0	Cranford, Ga.	18.0		

SOUTH FLORIDA & GULF RAILROAD.

Kenansville	0.0	Pine Island	15.0	Prairie Ridge	22.6
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STATISTICS

STATISTICS

The Federal government has changed the reporting year for all common carriers from the "year ending June 30th" to the calendar year," and for the sake of economy, convenience and uniformity, the Legislature at our request changed the State law to conform, the first report under the change being that for the calendar year 1916. Insofar as we are concerned, this change affected only railroad, express and sleeping car companies, steamboat, telegraph and telephone companies being already on a calendar year basis prior to the change.

It has been utterly impossible, in the time between the close of the past calendar year and the date of this report for the various utilities which are required to report to this Commission, to file complete and accurate reports for the year 1917 in time for inclusion herein. This is not only the case at present, but the same condition has existed in the past, especially with those utilities reporting by calendar year, and for this reason our future annual reports will contain statistics for the year previous to the year covered by the report.

The latest reports on file when this report was given to the printer are those for the calendar year 1916, and only statistics which have not been heretofore reported for said year appear in the following tables.

Annual reports of utilities under our jurisdiction must be filed with the Commissioners on or before March 31st of the year immediately following the year covered by their report, and any information desired concerning reports subsequent to those included herein can be obtained on or after March 31st of the year following the year for which the information is desired.

List of Railroad and Railway Companies operating in the State of Florida, showing for ready reference in the following tables of Railroad Statistics, those operating entirely within the State and those partially.

ROADS OPERATING ENTIRELY IN FLORIDA.

Apalachicola Northern R. R. Co.
 Birmingham, Columbus & St. Andrews R. R.
 Charlotte Harbor & Northern Ry.
 East & West Coast Ry.
 Fellsmere R. R.
 Florida East Coast Ry.
 Jacksonville Terminal Company.
 Live Oak, Perry & Gulf R. R.
 Madison Southern Ry.
 Marianna & Blountstown R. R.
 Ocklawaha Valley R. R.
 Ocala Southwestern R. R.
 Port St. Joe Dock & Terminal Ry. Co.
 South Florida & Gulf R. R. Co.
 St. Johns River Terminal Co.
 Standard & Hernando R. R.
 Tampa & Gulf Coast R. R.
 Tampa & Jacksonville Ry.
 Tampa Northern R. R.
 Tavares & Gulf R. R.
 Tampa Union Station Co.

INTERSTATE ROADS.

Atlanta & St. Andrews Bay Ry. Co.
 Atlantic Coast Line R. R.
 Florida, Alabama & Gulf Ry.
 Georgia, Florida & Alabama Ry.
 Georgia & Florida Ry.
 Georgia Southern & Florida Ry.

Gulf, Florida & Alabama Ry.
Louisville & Nashville R. R.
Pelham & Havana R. R.
Pensacola, Mobile & New Orleans Ry.
Seaboard Air Line Ry.
South Georgia Ry.

RAILROAD STATISTICS CALENDAR YEAR 1916
Mileage Operated—Entire Line (Including Leased and Lines Operated Under Trackage Rights.)

NAME OF ROAD	Miles of Road.	Miles of Second Main Track.	Miles of Yard Track and Sidings.	Total.
Apalachicola Northern	98.82	.....	9.02	107.84
Atlanta & St. Andrews Bay.....	84.38	.....	8.08	92.46
Atlantic Coast Line	4,773.66	332.38	1,055.25	6,161.29
Birmingham, Columbus & St. Andrews.....	38.00	.....	3.94	41.94
Charlotte Harbor & Northern.....	113.79	.....	22.94	136.73
East and West Coast.....	51.10	.....	.75	51.85
Fellsmere Railroad	10.79	.....	1.03	11.82
Florida, Alabama & Gulf	25.50	.....	2.00	27.50
Florida East Coast	764.76	.....	190.58	955.34
Georgia, Florida & Alabama	192.86	.....	18.65	211.51
Georgia & Florida	348.10	.....	Not Given	348.10
Georgia Southern & Florida	402.05	.....	107.26	509.31
Gulf, Florida & Alabama.....	156.61	.....	15.70	172.31
Jacksonville Terminal Co.	4.83	26.33	.....	31.16
Live Oak, Perry & Gulf.....	83.88	.....	6.87	90.75
Louisville & Nashville	5,070.36	381.39	2,101.92	7,553.67
Madison Southern	6.70	.....	.80	7.50
Marianna & Blountstown.....	43.56	.....	.99	44.55
Ocklawaha Valley	53.28	.....	.70	53.98
Ocala Southwestern	23.00	.....	.....	23.00
Pelham & Havana	25.00	.....	1.00	26.00

Port St. Joe Dock & Terminal Co.....	.72		.71	1.43
Pensacola, Mobile & New Orleans.....	47.12		3.87	50.99
Seaboard Air Line	3,461.34	23.87	948.00	4,433.21
South Florida & Gulf.....		No Report		
South Georgia	81.60		9.41	91.01
St. Johns River Terminal Co.....	7.35		27.88	35.23
Standard & Hernando	34.18		9.37	43.55
Tampa & Gulf Coast	87.10		3.83	90.93
Tampa & Jacksonville	56.00		2.00	58.00
Tampa Northern	62.69	1.32	14.14	78.15
Tavares & Gulf.....	41.16		2.00	43.16
Tampa Union Station Co.....	1.38		.25	1.63
Grand Total	16,251.67	765.29	4,568.94	21,585.90
Total Interstate Roads	14,668.58	737.64	4,271.14	19,677.36
Total Roads Entirely in Florida.....	1,583.09	27.65	297.80	1,908.54

RAILROAD STATISTICS CALENDAR YEAR 1916.
Mileage Operated—Florida Only.

NAME OF ROAD	Miles of Road Owned.	Miles of Second Track.	Miles of Yard Track and Sidings.	Lines Operated Under Lease		Line Operated Under Contract	Line Operated Under Track Rights		Total Mileage Operated	New Line Constructed During the Year.
				Main Line.	Other		Main Line	Other		
Apalachicola Northern R. R.....	98.82		9.02						107.84	
Atlanta and St. Andrews Bay.....	66.00		5.34	2.38	.24				73.96	
Atlantic Coast Line.....	1,675.35	36.58	311.55				10.45		2,033.93	4.23
Birmingham, Columbus & St. Andrews.....	19.25		1.28				18.75	2.66	41.94	
Charlotte Harbor & Northern.....	110.63		22.94				3.16		136.73	
East and West Coast.....	51.10		.75						51.85	
Fellsmere R. R.	10.68		1.03				.11		11.82	
Florida, Alabama & Gulf.....	20.00		.34						20.34	
Florida East Coast.....	756.09		188.96	4.83	1.62		3.84		955.34	16.93
Georgia, Florida & Alabama.....	84.30		8.28						92.58	
Georgia and Florida.....	15.38		2.15						15.53	
Georgia Southern & Florida.....	125.91		19.58				9.76		182.25	
Gulf, Florida & Alabama.....	45.13		11.32						56.45	
Jacksonville Terminal Co.....	4.83		26.33						31.16	
Live Oak, Perry & Gulf.....	83.88		6.87						90.75	
Louisville & Nashville.....	245.45	2.32	62.47				1.08	2.85	314.17	
Madison Southern.....	6.70		.80						7.50	
Marianna & Blountstown.....	28.56		.99			15.00			44.55	
Ocklawaha Valley.....	45.50		.70			7.78			53.98	
Ocala & Southwestern.....	6.00		6.00				11.00		23.00	
Pelham & Havana.....	5.70		.12						5.82	
Port St. Joe Dock & Terminal Co.....	.72		.71						1.43	

Pensacola, Mobile & New Orleans.....	31.30		3.18						34.48	
Seaboard Air Line.....	1,027.62	1.32	235.79			1.46			1,266.19	10.00
South Florida & Gulf (No Report).....										
South Georgia	13.60		1.16			33.20			47.96	
St. Johns River Terminal Co.	7.35		27.88						35.23	
Standard & Hernando	34.18		9.37						43.55	
Tampa & Gulf Coast.....	79.10		3.83				8.00		90.93	3.00
Tampa & Jacksonville	56.00		2.00						58.00	
Tampa Northern	58.74		14.14			2.57	2.70		78.15	
Tavares & Gulf	37.77		2.00				3.39		43.16	
Tampa Union Station Co.....	1.38		.25						1.63	
Grant Total.....	4,878.02	40.22	981.13	13.21	1.86	60.01	72.24	5.51	6,052.20	34.16
Total Interstate Roads	3,380.74	40.22	661.28	2.38	.24	34.66	21.29	2.85	4,143.66	14.23
Total Roads Entirely in Florida.....	1,497.28		319.85	10.83	1.62	25.35	50.95	2.66	1,908.54	19.93

RAILROAD STATISTICS, CALENDAR YEAR 1916.
INVESTMENT IN ROAD AND EQUIPMENT—ENTIRE LINE.

NAME OF ROAD.	Investment to June 30, 1907.		Investment July 1, 1907, to June 30, 1914.		
	Road	Equipment	Road	Equipment	General
Apalachicola Northern	\$.....	\$.....	\$**2,820,799.97	\$.....	\$.....
Atlanta & St. Andrews Bay	1,159,008.48	113,899.86	169,529.85	53,083.09	.....
Atlantic Coast Line	118,942,804.70	25,803,719.39	18,188,185.33	12,622,964.17	259,931.50
Birmingham, Columbus & St. Andrews .....	.....	.....	**21,475.70	.....	.....
Charlotte Harbor & Northern	2,517,980.97	53,157.92	*206,869.90	434,545.73	54,127.26
East & West Coast .....	.....	.....	.....	.....	.....
Fellsmere Railroad (Not given.) .....	.....	.....	.....	.....	.....
Florida, Alabama & Gulf .....	.....	.....	**156,858.80	.....	.....
Florida East Coast	12,590,201.21	2,627,001.09	29,227,976.52	1,813,735.28	.....
Georgia, Florida & Alabama	1,508,125.83	346,530.97	623,435.01	57,672.19	23,855.44
Georgia & Florida .....	.....	.....	**15,522,725.76	.....	.....
Georgia Southern & Florida	8,821,418.77	1,404,298.40	738,370.04	1,385,386.26	.....
Gulf, Florida & Alabama .....	.....	.....	**3,848,000.00	.....	.....
Jacksonville Terminal Co.	538,869.21	25,212.70	283,871.28	22,837.27	.....
Live Oak, Perry & Gulf	1,070,256.76	63,671.63	100,575.60	107,873.12	.....
Louisville & Nashville	139,471,342.11	36,072,004.83	48,636,186.94	16,331,026.69	20,733.69
Madison Southern .....	.....	.....	**65,333.72	.....	.....
Marianna & Blountstown .....	.....	.....	**172,759.14	.....	.....
Ocklawaha Valley .....	.....	.....	**252,711.48	.....	.....
Ocala Southwestern .....	.....	.....	**45,415.19	.....	.....
Pelham & Havana .....	.....	.....	108,259.56	9,278.75	17,357.67
Port St. Joe Dock & Terminal Co. ....	.....	.....	.....	.....	.....
Pensacola, Mobile & New Orleans .....	.....	.....	.....	.....	.....
†Seaboard Air Line	113,979,096.41	12,213,660.89	37,074,880.72	11,716,518.01	28,876.66
South Florida & Gulf (No report.) .....	.....	.....	.....	.....	.....
South Georgia	303,257.21	60,571.32	52,840.09	55,652.54	.....
St. Johns River Terminal Co.	1,187,137.91	10,000.00	32,504.15	38,846.05	.....
Standard & Hernando	**288,177.44	.....	**180,204.78	.....	.....
Tampa & Gulf Coast .....	.....	.....	778,077.42	35,055.34	37,736.25
Tampa & Jacksonville	**581,937.65	.....	**577,242.16	.....	.....
Tampa Northern .....	.....	.....	1,768,626.58	277,782.75	.....

Tavares & Gulf	**550,178.90	.....	**25,859.42	.....	.....
Tampa Union Station Co.	**255,799.23	.....	.....	.....	.....
Grand Total	\$403,765,592.79	\$ 78,793,729.00	\$161,265,835.31	\$ 44,962,257.24	\$ 442,618.47
Total Interstate Roads	384,185,053.51	76,014,685.66	125,119,272.10	42,231,581.70	350,754.96
Total Roads Entirely in Florida	19,580,539.28	2,779,043.34	36,146,563.21	2,730,675.54	91,863.51

*Credit.

**Includes Equipment and General.

†Includes Leased Lines.

RAILROAD STATISTICS, CALENDAR YEAR 1916.

INVESTMENT IN ROAD AND EQUIPMENT—ENTIRE LINE.—(Continued.)

NAME OF ROAD.	Investment Since June 30, 1914.			Total Investment Road and Equipm't	Length of Road Owned	Investment per Mile of Road
	Road	Equipment	General			
Apalachicola Northern	\$ 40,476.13	\$ *27,173.29	\$	\$ 2,834,102.81	98.82	\$ 28,679.44
Atlanta & St. Andrews Bay	24,689.95	*7,911.74	.....	1,512,299.49	82.00	18,442.67
Atlantic Coast Line	3,279,172.98	1,108,152.96	8,482.01	180,213,413.04	4,684.38	38,471.13
Birm'gh'm, Columbus & St. And's	276.25	.....	.....	21,751.95	19.25	1,129.97
Charlotte Harbor & Northern	400,197.06	58,912.89	*10,067.34	3,301,984.59	110.63	29,847.10
East & West Coast	**781,998.98	.....	.....	781,998.98	51.10	15,308.30
Fellsmere Railroad (Not given.) .....	.....	.....	.....	.....	.....	.....
Florida, Alabama & Gulf	**4,618.00	.....	.....	161,476.80	25.50	6,332.42
Florida East Coast	1,109,486.61	172,784.44	10,022.74	47,551,207.89	756.09	62,890.93
Georgia, Florida & Alabama	23,172.49	757.89	.....	2,583,549.82	192.13	13,446.88
Georgia & Florida	11,185.47	*40,843.96	8,278.10	15,501,345.37	318.50	48,593.56
Georgia Southern & Florida	154,815.48	198,325.74	.....	12,702,614.69	391.19	32,471.73
Gulf, Florida & Alabama	**4,970,540.35	.....	.....	8,818,540.35	156.61	56,308.90
Jacksonville Terminal Co.	176,344.77	.....	30,977.46	1,078,112.69	31.16	Terminal
Live Oak, Perry & Gulf	3,506.70	*12,568.67	.....	1,333,315.14	83.88	15,895.51
Louisville & Nashville	28,291,540.31	4,049,575.29	1,184,172.23	274,056,582.09	4,775.27	57,390.80
Madison Southern	**8,243.46	.....	.....	73,577.18	6.70	10,981.66
Marianna & Blountstown	*5,496.69	.....	.....	178,255.83	28.56	6,241.45
Ocklawaha Valley	**338.50	.....	.....	253,049.98	45.50	5,561.53
Ocala Southwestern	*2,081.11	.....	.....	47,496.30	6.00	7,916.05
Pelham & Havana	**10,522.62	.....	.....	145,418.60	25.00	5,816.71
Port St. Joe Dock & Terminal Co.	**222,489.91	.....	.....	222,489.91	1.43	Terminal
Pensacola, Mobile & New Orleans	***137,550.00	***31,500.00	.....	***169,050.00	47.12	3,587.64
†Seaboard Air Line	4,383,547.07	1,590,045.43	879.25	180,987,504.44	3,383.20	53,499.11
South Florida & Gulf .....	.....	.....	.....	.....	.....	.....
South Georgia	1,390.03	*3,395.58	.....	470,315.61	50.62	9,291.10
St. Johns River Terminal Co.	87,162.18	*8,350.00	*19,222.37	1,328,077.92	35.23	Terminal
Standard & Hernando	** *17,886.05	.....	.....	450,496.17	34.18	13,180.11
Tampa & Gulf Coast	130,490.05	65,471.44	9,182.17	1,056,012.67	79.10	13,350.35
Tampa & Jacksonville	**2,407.07	.....	.....	1,161,586.88	56.00	20,742.62
Tampa Northern	9,087.30	*79,450.25	.....	1,976,046.38	58.74	33,640.56

Tavares & Gulf	**21,832.98	.....	.....	597,871.30	37.77	15,829.26
Tampa Union Station Co.	**27.00	.....	.....	255,826.23	1.63	Terminal
Grand Total	\$ 44,276,801.45	\$ 7,095,832.59	\$ 1,222,704.25	\$741,825,371.10	15,673.29	\$ 147,356.34
Total Interstate Roads	41,292,744.75	6,926,206.03	1,201,811.59	677,322,110.30	14,131.52	147,929.88
Total Roads Entirely in Florida..	2,984,056.70	169,626.56	20,892.66	64,503,260.80	1,541.77	141,851.47

*Credit.

**Includes Equipment and General.

***Estimated.

†Includes Leased Lines.

‡Excludes Terminals.

RAILROAD STATISTICS, CALENDAR YEAR 1916.
INVESTMENT IN ROAD AND EQUIPMENT—FLORIDA ONLY.

NAME OF ROAD.	EXPENDITURES FOR ROAD.		
	Investment in New Lines and Extension During Year	Investment in Addition and Betterments During Year.	Total Investment in Road During the Year.
Apalachicola Northern	\$	\$ 15,750.27	\$ 15,750.27
Atlanta & St. Andrews Bay (Not Given)			
Atlantic Coast Line (Not Given)			
Birmingham, Columbus & St. Andrews.....		151.25	151.25
Charlotte Harbor & Northern.....		226,035.06	226,035.06
East & West Coast.....		5,554.95	5,554.95
Fellsmere R. R. (Not Given)			
Florida, Alabama & Gulf (Not Given)			
Florida East Coast	145,540.94	249,773.20	395,314.14
Georgia, Florida & Alabama.....		*379.46	\$379.46
Georgia & Florida (Not Given)			
Georgia Southern & Florida.....		*12,553.79	\$12,553.79
Gulf, Florida & Alabama (Not Given)			
Jacksonville Terminal Co.		149,829.33	149,829.33
Live Oak, Perry & Gulf		2,005.75	2,005.75
Louisville & Nashville		50,272.50	50,272.50
Madison Southern		96.84	96.84
Marianna & Blountstown			
Ocklawaha Valley		338.50	338.50
Ocala Southwestern			
Pelham & Havana (Not Given)			
Port St. Joe Dock & Terminal Co.....			

Pensacola, Mobile & New Orleans.....	.....	.....	.....
Seaboard Air Line.....	21,094.27	254,703.21	275,797.68
South Florida & Gulf (No Report) .....	.....	.....	.....
South Georgia (Not Given) .....	.....	.....	.....
St. Johns River Terminal Co. ....	.....	*6,178.03	*6,178.03
Standard & Hernando .....	.....	.....	.....
Tampa & Gulf Coast	17,211.56	6,065.12	23,276.68
Tampa & Jacksonville .....	.....	2,407.07	2,407.07
Tampa Northern	10.20	6,895.54	6,905.74
Tavares & Gulf .....	.....	.....	.....
Tampa Union Station .....	.....	27.00	27.00
Grand Total	\$ 183,856.97	\$ 950,794.51	\$ 1,134,651.48
Total Interstate Roads	21,094.27	292,042.66	313,136.93
Roads Entirely in Florida.....	162,762.70	658,751.85	821,514.55

*—Credit.

RAILROAD STATISTICS, CALENDAR YEAR 1916.
INVESTMENT IN ROAD AND EQUIPMENT—FLORIDA ONLY.
(Continued.)

NAME OF ROAD.	Total Expenditures for Equipment During the Year.	Total General Ex- penditures During the Year.	Grand Total for the Year.
Apalachicola Northern	\$ 29,476.86	\$	\$ 13,726.59
Atlanta & St. Andrews Bay (Not Given) .....	.....	.....	.....
Atlantic Coast Line (Not Given) .....	.....	.....	.....
Birmingham, Columbus & St. Andrews.....	125.00	.....	276.25
Charlotte Harbor & Northern.....	3,901.43	*329.40	229,607.09
East & West Coast.....	.....	.....	5,554.95
Fellsmere R. R. (Not Given) .....	.....	.....	.....
Florida, Alabama & Gulf (Not Given) .....	.....	.....	.....
Florida East Coast	*493,209.37	5,481.35	*92,413.88
Georgia, Florida & Alabama.....	.....	.....	379.46
Georgia & Florida (Not Given) .....	.....	.....	.....
Georgia Southern & Florida.....	68,911.06	.....	56,357.27
Gulf, Florida & Alabama (Not Given) .....	.....	.....	.....
Jacksonville Terminal Co. ....	.....	22,353.54	172,182.87
Live Oak, Perry & Gulf.....	5,744.83	.....	*3,739.08
Louisville & Nashville .....	.....	.....	50,272.50
Madison Southern	857.47	.....	954.31
Marianna & Blountstown.....	.....	.....	.....
Ocklawaha Valley .....	.....	.....	338.50
Ocala Southwestern .....	.....	.....	.....
Pelham & Havana (Not Given) .....	.....	.....	.....
Port St. Joe Dock & Terminal Co.....	.....	.....	.....

Pensacola, Mobile & New Orleans.....	.....	.....	.....
Seaboard Air Line.....	.....	\$	275,797.68
South Florida & Gulf (No Report).....	.....	.....	.....
South Georgia (Not Given).....	.....	.....	.....
St. Johns River Terminal Co.....	.....	569.78	*5,608.25
Standard & Hernando	*5,597.51	.....	*5,597.51
Tampa & Gulf Coast	12,958.07	1,342.98	37,577.73
Tampa & Jacksonville .....	.....	.....	2,407.07
Tampa Northern	*12,066.30	.....	*2,160.56
Tavares & Gulf	11,921.48	.....	11,921.48
Tampa Union Station .....	.....	.....	27.00
Grand Total	\$ *447,420.36	\$ 29,418.25	\$ 716,649.37
Total Interstate Roads	68,911.06	.....	382,047.99
Roads Entirely in Florida	*516,331.42	29,418.25	334,601.38

*—Credit.

RAILROAD STATISTICS, CALENDAR YEAR 1916.
OUTSTANDING CAPITAL STOCK—ENTIRE LINE.

NAME OF ROAD.	Length of Road Owned	CLASS OF STOCK.				Total Par Value of Amount Actually Outstanding at Close of Year	Amount Per Mile of Road
		Common Stock	Second Preferred Stock	First Preferred Stock	Debenture Stock		
Apalachicola Northern	98.82	\$ 1,000,000	\$	\$	\$	\$ 1,000,000	\$10,119.41
Atlanta & St. Andrews Bay.....	82.00	300,000	.....	.....	.....	300,000	3,658.53
Atlantic Coast Line	4,684.38	68,558,000	.....	196,700	.....	68,754,700	14,678.60
Birmingham, Columbus & St. Andrews	19.25	.....	.....	.....	.....	.....	.....
Charlotte Harbor & Northern.....	110.63	1,500,000	.....	500,000	.....	2,000,000	18,078.27
East & West Coast.....	51.10	250,000	.....	.....	.....	250,000	4,902.00
Fellsmere Railroad .....	.....	.....	.....	.....	.....	.....	.....
Florida, Alabama & Gulf	25.50	150,000	.....	.....	.....	150,000	5,882.35
Florida East Coast	756.09	10,000,000	.....	.....	.....	10,000,000	13,227.51
Georgia, Florida & Alabama.....	192.13	450,000	.....	.....	.....	450,000	2,342.16
Georgia & Florida.....	318.40	5,217,000	.....	3,478,000	.....	8,695,000	27,342.73
Georgia, Southern & Florida.....	391.19	2,000,000	1,084,000	684,000	.....	3,768,000	9,636.83
Gulf, Florida & Alabama.....	156.61	3,528,000	.....	882,000	.....	4,410,000	28,089.17
Jacksonville Terminal Company.....	31.16	200,000	.....	.....	.....	200,000	Terminal
Live Oak, Perry & Gulf	83.88	600,000	.....	.....	.....	600,000	7,153.07
Louisville & Nashville	4,775.27	72,000,000	.....	.....	.....	72,000,000	15,078.53

Madison Southern	6.70	50,000	.....	.....	.....	50,000	7,462.68
Marianna & Blountstown	28.56	120,000	.....	.....	.....	120,000	4,201.68
Ocklawaha Valley	45.50	250,000	.....	.....	.....	250,000	5,494.50
Ocala Southwestern	6.00	25,000	.....	.....	.....	25,000	4,166.66
Pelham & Havana	26.00	100,000	.....	.....	.....	100,000	3,846.12
Port St. Joe Dock & Terminal Co....	1.43	100,000	.....	.....	.....	100,000	Terminal
Pensacola, Mobile & New Orleans....	47.12	10,000	.....	.....	.....	10,000	212.31
Seaboard Air Line	3,383.20	37,019,400	.....	23,931,400	.....	60,950,800	18,016.78
South Florida & Gulf .....	.....	.....	.....	.....	.....	.....	.....
South Georgia	50.62	58,000	.....	.....	.....	58,000	1,137.25
St. Johns River Terminal Co.	35.23	100,000	.....	.....	.....	100,000	Terminal
Standard & Hernando	34.18	300,000	.....	.....	.....	300,000	8,777.06
Tampa & Gulf Coast	79.10	250,000	.....	.....	.....	250,000	3,160.55
Tampa & Jacksonville	56.00	604,900	.....	.....	.....	604,900	10,801.78
Tampa Northern	58.74	500,000	.....	250,000	.....	750,000	12,768.13
Tavares & Gulf	37.77	250,000	.....	.....	.....	250,000	6,578.95
Tampa Union Station Co.	1.63	30,000	.....	.....	.....	30,000	Terminal
Grand Total	15,674.19	\$ 205,520,300	\$ 1,084,000	\$29,922,100	\$.....	\$236,526,400	†15,129.53
Total Interstate Road	14,132.42	189,390,400	1,084,000	29,172,100	.....	219,646,500	†15,542.50
Total Intrastate Roads	1,541.77	16,129,900	.....	750,000	.....	16,879,900	†10,946.75

RAILROAD STATISTICS, CALENDAR YEAR 1916.
OUTSTANDING FUNDED DEBT—ENTIRE LINE.

NAME OF ROAD.	Length of Road Owned	CLASS OF UNMATURED FUNDED DEBT.						Total Funded Debt Outstanding at Close of the Year	Amount Per Mile of Road Owned
		Equipment Obligations	Mortgage Bonds	Collateral Trust Bonds	Income Bonds	Miscellaneous Obligations	Receipts Outstanding		
Apalachicola Northern	98.82	\$.....	\$ 2,000,000	\$.....	\$	\$.....	\$.....	\$ 2,000,000.00	\$ 20,238.82
Atlanta & St. Andrews Bay....	82.00	.....	850,000	.....	.....	.....	.....	350,000.00	10,365.85
Atlantic Coast Line	4,684.38	1,473,000.00	97,314,000	35,000,000	21,000	4,618,635	.....	138,426,635.00	29,553.08
Eir'ham, Ccl'bus & St. Andrews	19.25	.....	.....	.....	.....	.....	.....	.....	.....
Charlotte Harbor & Northern..	110.63	.....	2,000,000	.....	.....	.....	.....	2,000,000.00	18,078.28
East & West Coast.....	51.10	.....	254,000	.....	.....	.....	.....	254,000.00	4,970.64
Fellsmere R. R. ....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Florida, Alabama & Gulf.....	25.50	.....	365,000	.....	.....	.....	.....	365,000.00	14,313.72
Florida East Coast	756.09	300,000.00	12,000,000	.....	25,000,000	.....	.....	37,300,000.00	49,338.62
Georgia, Florida & Alabama...	192.13	.....	2,113,000	.....	.....	.....	.....	2,113,000.00	11,005.21
Georgia & Florida.....	318.40	46,484.68	7,822,000	.....	.....	.....	.....	7,868,484.68	24,743.66
Georgia Southern & Florida...	391.19	833,000.00	6,000,000	.....	.....	.....	.....	6,833,000.00	17,457.70
Gulf, Florida & Alabama.....	156.61	.....	4,446,000	.....	.....	.....	.....	4,446,000.00	28,318.47
Jacksonville Terminal Co.	31.16	.....	500,000	.....	.....	.....	.....	500,000.00	Terminal
Live Oak, Perry & Gulf	83.88	35,000.00	789,000	.....	.....	.....	.....	824,000.00	9,809.52
Louisville & Nashville	4,775.27	14,225,000.00	156,543,000	10,603,000	.....	5,825	.....	171,376,825.00	36,099.86
Madison Southern	6.70	.....	.....	.....	.....	.....	.....	.....	.....
Marianna & Blountstown	28.56	.....	200,000	.....	.....	.....	.....	200,000.00	7,002.80
Ocklawaha Valley	25.50	.....	.....	.....	.....	.....	.....	.....	.....
Ocala Southwestern	6.00	.....	.....	.....	.....	.....	.....	.....	.....
Pelham & Havana	26.00	.....	.....	.....	.....	.....	.....	.....	.....
Pt. St. Joe Dock & Terminal Co.	1.43	.....	1,106,000	.....	.....	.....	.....	1,106,000.00	Terminal

Pensa., Mobile & New Orleans..	47.12								
Seaboard Air Line	3,383.20	5,501,021.54	95,717,500		25,000,000			126,218,521.54	37,309.64
South Florida & Gulf									
South Georgia	50.62		204,000					204,000.00	4,030.03
St. Johns River Terminal Co..	35.23		1,142,000					1,142,000.00	Terminal
Standard & Hernando	34.18								
Tampa & Gulf Coast	79.10	17,477.62	750,000					767,477.62	9,714.91
Tampa & Jacksonville	56.00		520,000					520,000.00	9,285.71
Tampa Northern	58.74		1,258,000					1,258,000.00	21,322.00
Tavares & Gulf	37.77		299,000					299,000.00	7,868.42
Tampa Union Station	1.63		225,000					225,000.00	Terminal
Grand Total	15,674.19	\$ 12,430,983.84	\$394,417,500	\$ 45,603,000	\$ 50,021,000	\$ 4,624,460	\$.....	\$507,096,943.84	\$ 132,305.00
Total Interstate Roads..	14,132.42	12,078,506.22	371,374,500	45,603,000	25,021,000	4,624,460		458,701,466.22	132,458.32
Total Intrastate Roads	1,541.77	352,477.62	23,043,000		25,000,000			48,395,477.62	130,857.60

‡Does not include Southern Railway Company's Liability for L. & N., Southern, Monon Collateral Joint Bonds; \$5,913,500 included in Balance Sheet.

‡Excludes Terminals.

RAILROAD STATISTICS, CALENDAR YEAR 1916.
INCOME ACCOUNT—ENTIRE LINE.

NAME OF ROAD.	Railway Operating Revenues	Railway Operating Expenses	Net Revenue from Railway Operations	Railway Accruals	Uncollectable Railway Revenues	Railway Operating Income	Miscellaneous Operations Net Income
Apalachicola Northern	\$ 209,742.00	\$ 177,730.44	\$ 32,011.56	\$ 13,200.00	\$ 450.55	\$ 18,361.01	\$ 10.76
Atlanta & St. Andrews Bay	234,056.63	151,106.33	82,950.30	13,640.26	.....	69,310.04	.....
Atlantic Coast Line	37,322,085.42	24,060,605.21	13,261,480.21	1,843,410.09	11,833.06	11,406,237.06	.....
Birm'gham, Columbus & St. And's	26,254.20	19,778.30	6,475.90	3,313.48	.....	3,162.42	.....
Charlotte Harbor & Northern	466,642.82	382,208.13	84,434.69	38,364.00	147.28	45,923.41	.....
East & West Coast	36,095.31	34,198.64	1,896.67	7,806.25	.....	*5,909.58	.....
Fellsmere Railroad	10,398.75	19,265.82	*8,867.07	1,999.92	.....	*10,866.99	.....
Florida, Alabama & Gulf	30,752.10	26,271.85	4,480.25	2,618.68	.....	1,842.58	.....
Florida East Coast	8,713,078.74	4,281,834.50	4,431,244.24	373,800.29	616.21	4,056,827.74	.....
Georgia, Florida & Alabama	551,809.62	438,263.26	113,546.36	33,402.57	527.44	79,616.35	6,231.49
Georgia & Florida	812,056.05	703,829.90	108,226.15	39,409.05	768.10	68,049.00	.....
Georgia Southern & Florida	2,669,808.95	1,944,292.05	725,516.90	141,015.32	3,254.35	581,247.23	.....
Gulf, Florida & Alabama	178,029.54	247,925.24	*69,895.70	13,168.10	.....	*83,063.80	.....
Jacksonville Terminal Co. ....	.....	.....	.....	27,159.00	.....	*27,159.00	.....
Live Oak, Perry & Gulf	238,000.14	116,550.04	121,450.10	14,680.65	.....	106,679.45	.....
Louisville & Nashville	64,928,120.59	42,042,111.35	22,886,009.24	2,427,926.75	18,216.85	20,439,865.64	.....
Madison Southern	16,965.48	10,097.07	6,868.41	868.50	639.69	5,360.22	.....
Marianna & Blountstown	42,868.65	23,973.86	18,894.79	2,779.56	.....	16,115.23	.....
Ocklawaha Valley	38,589.12	41,074.71	*2,485.59	4,589.90	43.00	*7,118.49	.....
Ocala Southwestern	15,564.42	17,759.47	*2,195.05	332.31	.....	*2,527.36	.....
Pelham & Havana	32,147.21	20,644.41	11,502.80	1,305.83	.....	10,196.97	.....
Port St. Joe Dock & Terminal Co.	2,169.82	2,946.31	*776.49	708.75	.....	*1,485.24	220.42
Pensacola, Mobile & New Orleans	38,787.91	25,921.55	12,866.36	4,927.86	.....	7,938.50	.....
Seaboard Air Line	26,184,487.25	17,531,906.67	8,652,580.58	1,210,691.34	12,890.34	7,428,998.90	.....
South Florida & Gulf (No report) .....	.....	.....	.....	.....	.....	.....	.....
South Georgia	218,586.72	151,853.66	66,733.06	12,470.56	103.41	54,159.09	.....
St. Johns River Terminal Co. ....	.....	.....	.....	26,457.84	.....	*26,457.84	.....
Standard & Hernando	20,194.60	22,861.70	*2,667.10	8,251.42	.....	*10,918.52	.....

Tampa & Gulf Coast	203,079.60	146,974.52	56,105.08	17,322.75	323.52	38,458.81	.....
Tampa & Jacksonville	62,910.78	52,635.94	10,274.84	5,465.04	.....	4,809.80	.....
Tampa Northern	110,503.42	103,896.13	6,607.29	23,689.92	44.23	*17,126.86	.....
Tavares & Gulf	38,251.83	32,625.94	5,625.89	3,631.33	.....	1,794.56	.....
Tampa Union Station Co. ....	.....	.....	.....	5,882.50	.....	*5,882.50	.....
Grand Total	\$143,452,037.67	\$ 92,831,143.00	\$50,620,894.67	\$ 6,324,489.82	\$ 49,877.02	\$44,246,527.83	\$ 6,000.31
Total Interstate Roads	133,200,727.99	87,344,731.48	45,855,996.51	5,743,986.41	47,612.54	40,064,397.56	*6,231.49
Roads Entirely in Florida	10,251,309.68	5,486,411.52	4,764,898.16	580,503.41	2,264.48	4,182,130.27	231.18

*Deficit.

†Absorbed by Operating Companies.

RAILROAD STATISTICS, CALENDAR YEAR 1916.
INCOME ACCOUNT—ENTIRE LINE.—(Continued.)

NAME OF ROAD.	Total Operating Income	Non Operating Income	Gross Income	Deductions from Gross Income	Net Income	Appropriations of Income	Balance for Profit and Loss
Apalachicola Northern	\$ 18,371.77	\$ 10,022.31	\$ 28,394.08	\$ 116,374.81	\$ *87,980.73	\$	\$ *87,980.73
Atlanta & St. Andrews Bay	69,310.04	878.65	70,188.69	69,259.86	7,928.83	.....	7,928.83
Atlantic Coast Line	11,406,237.06	4,743,953.66	16,150,190.72	6,282,555.51	9,867,635.21	196,007.86	9,671,627.25
Birm'gh'm, Columbus & St. And's	3,162.42	60 00	3,222.42	3,223.63	*1.21	.....	*1.21
Charlotte Harbor & Northern	45,923.41	40,033.03	85,956.44	118,432.50	*32,476.06	.....	*32,476.06
East & West Coast	*5,909.58	.....	*5,909.58	22,960.41	*28,869.99	.....	*28,869.99
Fellsmere Railroad	*10,866.99	.....	*10,866.99	.....	*10,866.99	.....	*10,866.99
Florida, Alabama & Gulf	1,842.58	33,939.79	35,782.37	34,759.99	1,022.38	.....	1,022.38
Florida East Coast	4,056,827.74	70,488.56	4,127,316.30	2,751,117.95	1,376,198.35	.....	1,376,198.35
Georgia, Florida & Alabama	73,384.86	11,557.74	84,942.60	128,589.97	*43,647.37	.....	*43,647.37
Georgia & Florida	68,049.00	28,774.44	96,823.44	593,754.43	*496,930.99	.....	*496,930.99
Georgia Southern & Florida	581,247.23	199,661.72	780,908.95	385,317.19	395,591.76	88,400.00	307,191.76
Gulf, Florida & Alabama	*83,063.80	.....	*83,063.80	123,001.19	*206,064.99	.....	*206,064.99
Jacksonville Terminal Co.	*27,159.00	79,913.24	52,754.24	52,754.24	.....	.....	† .....
Live Oak, Perry & Gulf	106,769.45	7,768.83	114,538.28	47,115.31	67,422.97	.....	67,422.97
Louisville & Nashville	20,439,865.64	5,250,104.70	25,689,970.34	8,627,685.81	17,062,284.54	99,473.91	16,962,810.62
Madison Southern	5,360.22	4,355.55	9,715.77	2,285.09	7,430.68	.....	7,430.68
Marianna & Blountstown	16,115.23	302.46	16,417.69	26,521.00	*10,103.31	.....	*10,103.31
Ocklawaha Valley	*7,118.49	.....	*7,118.49	4,884.51	*12,003.00	.....	*12,003.00
Ocala Southwestern	*2,527.36	85.68	*2,441.68	4,181.35	*6,623.03	.....	*6,623.03
Pelham & Havana	10,196.97	.....	10,196.97	6,866.66	3,330.31	550.00	2,780.31
Port St. Joe Dock & Terminal Co.	*1,264.82	300.00	*964.82	9,002.50	*9,967.32	.....	*9,967.32
Pensacola, Mobile & New Orleans	7,938.50	.....	7,938.50	.....	7,938.50	.....	7,938.50
Seaboard Air Line	7,428,998.90	613,150.15	8,042,149.05	6,652,340.46	1,389,808.59	.....	1,389,808.59
South Florida & Gulf (No report) .....	.....	.....	.....	.....	.....	.....	.....
South Georgia	54,159.09	440.13	54,599.22	37,808.03	16,791.19	23,200.00	*6,408.81
St. Johns River Terminal Co.	*26,457.84	76,980.03	50,522.19	50,522.19	.....	.....	† .....
Standard & Hernando	*10,918.52	.....	*10,918.52	3,358.62	*14,277.14	.....	*14,277.14

Tampa & Gulf Coast	38,458.81	.....	38,458.81	75,539.26	*34,080.45	.....	*34,080.45
Tampa & Jacksonville	4,809.80	1,151.80	5,961.60	30,576.09	*24,614.49	.....	*24,614.49
Tampa Northern	*17,126.86	21,888.09	4,761.23	93,410.93	*88,649.70	.....	*88,649.70
Tavares & Gulf	1,794.56	.....	1,794.56	32,371.11	*30,576.55	.....	*30,576.55
Tampa Union Station Co.	*5,882.50	20,772.71	14,890.21	12,412.50	2,477.71	.....	2,477.71
Grand Total	\$ 44,240,527.52	\$ 11,216,583.27	\$55,457,110.79	\$26,388,983.10	\$29,068,127.69	\$ 407,631.87	\$ 28,660,495.82
Total Interstate Roads	40,058,166.07	10,882,460.98	50,940,627.05	22,934,939.10	28,005,687.95	407,631.87	27,598,056.08
Roads Entirely in Florida	4,182,361.45	334,122.29	4,516,483.74	3,454,044.00	1,032,439.74	.....	1,062,439.74

*Deficit.

†Absorbed by Operating Companies.

RAILROAD STATISTICS. CALENDAR YEAR 1916.
OPERATING REVENUE—ENTIRE LINE.

NAME OF ROAD.	Freight	Passenger	Excess Baggage	Sleeping, Parlor and Chair Car	Mall	Express	Other Passenger Train	Milk
Apalachicola Northern	\$ 139,110.46	\$ 45,835.10	\$ 228.52	\$	\$ 6,013.92	\$ 7,453.75	\$	\$
Atlanta & St. Andrews Bay	129,325.11	81,528.33	616.99	.....	6,409.10	5,035.10	.....	.....
Atlantic Coast Line	25,184,952.15	8,970,879.17	90,061.19	.....	716,102.15	1,384,823.52	68,421.37	1,812.29
Birmingham, Columbus & St. Andrews	15,421.73	8,739.01	16.21	.....	.....	.....	.....	1,870.50
Charlotte Harbor & Northern	324,864.71	47,040.50	258.64	.....	5,414.50	5,181.67	.....	.....
East & West Coast	24,215.54	9,537.75	59.10	.....	1,875.61	99.67	235.00	.....
Fellsmere Railroad	7,548.90	2,085.67	.....	.....	500.38	.....	.....	.....
Florida, Alabama & Gulf	26,397.86	3,007.01	10.78	.....	1,096.20	.....	.....	.....
Florida East Coast	3,929,501.92	2,163,002.61	26,613.04	.....	196,188.94	451,653.51	9,105.31	.....
Georgia, Florida & Alabama	389,033.71	120,014.84	1,223.40	.....	18,903.58	11,845.03	3.01	.....
Georgia & Florida	568,310.83	203,166.32	1,028.28	52.25	16,659.62	6,854.92	.....	4.55
Georgia Southern & Florida	1,600,109.42	742,067.43	6,794.32	.....	82,275.66	150,629.94	873.56	8.00
Gulf, Florida & Alabama	106,980.71	22,556.99	72.73	.....	.....	.....	.....	8.84
Jacksonville Terminal Co. ....	.....	.....	.....	.....	.....	.....	.....	.....
Live Oak, Perry & Gulf	183,650.88	36,111.91	289.15	.....	1,761.90	1,778.20	56.25	.....
Louisville & Nashville	47,727,974.95	12,709,973.87	134,009.74	5,540.50	1,056,394.75	1,604,404.98	37,600.44	98,215.26
Madison Southern	16,435.73	473.75	.....	.....	.....	.....	.....	.....
Marianna & Blountstown	30,291.64	9,806.80	68.56	.....	2,273.35	.....	.....	.....
Ocklawaha Valley	24,338.86	10,934.29	.....	.....	2,210.49	420.82	.....	.....
Ocala Southwestern	15,444.42	.....	.....	.....	.....	.....	.....	.....
Pelham & Havana	24,029.95	3,503.82	.....	.....	675.28	.....	.....	.....
Port St. Joe Dock & Terminal Co.	1,503.77	.....	.....	.....	.....	.....	.....	.....
Pensacola, Mobile & New Orleans	34,947.65	1,833.20	.....	.....	312.80	.....	.....	.....
Seaboard Air Line	18,211,895.48	5,348,979.07	48,729.66	2,246.25	611,324.64	1,004,327.55	3,945.69	3,150.80
South Florida & Gulf (No report.) .....	.....	.....	.....	.....	.....	.....	.....	.....
South Georgia	148,520.24	53,555.98	206.48	.....	4,897.69	1,230.14	.....	.....
St. Johns River Terminal Co. ....	.....	.....	.....	.....	.....	.....	.....	.....
Standard & Hernando	19,340.01	271.45	.....	.....	536.14	.....	.....	.....
Tampa & Gulf Coast	145,856.82	47,216.16	344.64	.....	3,883.50	4,003.25	.....	.....
Tampa & Jacksonville	51,369.34	5,084.25	2.80	.....	899.42	3,843.76	.....	.....

Tampa Northern	79,196.18	19,006.50	81.06	.....	3,112.74	1,192.87	.....	.....
Tavares & Gulf	35,684.07	856.23	.....	.....	1,227.38	484.15	.....	.....
Tampa Union Station .....	.....	.....	.....	.....	.....	.....	.....	.....
Grand Total	\$99,196,253.04	\$30,667,068.01	\$310,715.29	\$ 7,839.00	\$2,740,949.74	\$4,645,262.83	\$120,240.63	\$105,070.24
Total Interstate Roads	94,152,478.06	28,261,066.03	\$282,753.57	7,839.00	2,515,051.47	4,169,151.18	110,844.07	103,199.74
Roads Entirely in Florida	5,043,774.98	2,406,001.98	27,961.72	.....	225,898.27	476,111.65	9,396.56	1,870.50

*Water Transfers, Freight, Pass. and Other.

†Absorbed by Operating Companies.

‡Debit.

RAILROAD STATISTICS, CALENDAR YEAR 1916.
OPERATING REVENUE—ENTIRE LINE.—(Continued.)

NAME OF ROAD.	Switching	Special Service Train	Other Freight Train	Total Rail Line Transp't'n Revenue	Water Line Transp't'n Revenue	Incidental Operating Revenue	Joint Facility Revenue	Grand Total Operating Revenue
Apalachicola Northern	\$ 370.00	\$	\$	\$ 199,011.75	\$	\$ 10,730.25	\$	\$ 209,742.00
Atlanta & St. Andrews Bay	671.00	.....	.....	223,585.63	.....	3,611.00	6,860.00	234,056.63
Atlantic Coast Line	228,752.69	15,618.75	10.00	36,661,431.28	.....	635,611.55	25,042.59	37,322,085.42
Birmingham, Columbus & St. Andrews .....	.....	25.00	.....	26,072.45	.....	181.75	.....	26,254.20
Charlotte Harbor & Northern	969.00	500.00	.....	384,129.02	.....	82,513.80	.....	466,642.82
East & West Coast .....	.....	.....	.....	36,022.67	.....	72.64	.....	36,095.31
Fellsmere Railroad .....	.....	.....	.....	10,134.95	.....	263.80	.....	10,398.75
Florida, Alabama & Gulf .....	.....	.....	.....	30,511.85	.....	240.25	.....	30,752.10
Florida East Coast	80,057.78	8,028.50	.....	6,864,151.61	1,618,151.46	222,289.70	8,485.97	8,713,078.74
Georgia, Florida & Alabama	147.00	1,323.95	*3,878.33	546,372.85	.....	5,436.77	.....	551,809.62
Georgia & Florida	2,996.00	2,150.50	.....	801,223.27	.....	10,537.80	294.98	812,056.05
Georgia Southern & Florida	9,986.43	2,859.32	.....	2,595,604.08	.....	23,687.03	50,517.84	2,669,808.95
Gulf, Florida & Alabama	3,100.50	.....	.....	132,719.77	.....	45,309.77	.....	178,029.54
Jacksonville Terminal Co. ....	.....	.....	.....	.....	.....	29,228.95	†29,228.95	.....
Live Oak, Perry & Gulf	†264.00	.....	.....	223,384.29	.....	14,615.85	.....	238,000.14
Louisville & Nashville	565,038.10	40,903.22	5,677.00	63,985,732.81	.....	866,340.00	76,047.78	64,928,120.59
Madison Southern	56.00	.....	.....	16,965.48	.....	.....	.....	16,965.48
Marianna & Blountstown .....	.....	.....	.....	42,440.35	.....	428.30	.....	42,868.05
Ocklawaha Valley .....	.....	.....	.....	37,904.46	.....	684.66	.....	38,589.12
Ocala Southwestern	120.00	.....	.....	15,564.42	.....	.....	.....	15,564.42
Pelham & Havana .....	.....	.....	.....	28,209.05	.....	3,938.16	.....	32,147.21
Port St. Joe Dock & Terminal Co.	270.00	.....	.....	1,773.77	.....	396.05	.....	2,169.82
Pensacola, Mobile & New Orleans .....	.....	.....	.....	37,093.65	.....	1,694.26	.....	38,787.91
Seaboard Air Line	238,180.68	10,541.57	10.53	25,453,331.92	.....	680,439.65	20,715.68	26,184,487.25
South Florida & Gulf (No report.) .....	.....	.....	.....	.....	.....	.....	.....	.....
South Georgia	986.20	150.00	.....	209,546.73	.....	9,039.99	.....	218,586.72
St. Johns River Terminal Co.	70,841.00	.....	.....	70,841.00	.....	5,661.15	†76,502.15	.....
Standard & Hernando	16.00	.....	.....	20,163.69	.....	31.00	.....	20,194.60
Tampa & Gulf Coast	22.00	.....	.....	201,326.37	.....	1,753.23	.....	203,079.60
Tampa & Jacksonville	1,194.00	122.00	.....	62,515.57	.....	395.21	.....	62,910.78

Tampa Northern	2,812.65	.....	.....	105,402.00	.....	4,808.60	292.82	110,503.42
Tavares & Gulf .....	.....	.....	.....	38,251.83	.....	.....	.....	38,251.83
Tampa Union Station .....	.....	.....	.....	.....	.....	4,068.02	† 4,068.02	†.....
Grand Total	\$1,206,323.03	\$ 82,120.81	\$9,575.86	\$139,091,418.48	\$1,618,151.46	\$2,664,009.19	\$ 78,458.54	\$143,452,037.67
Total Interstate Roads	1,049,858.60	73,545.31	9,575.86	130,735,362.89	.....	2,285,886.23	179,478.87	133,200,727.99
Roads Entirely in Florida	156,464.43	8,575.50	.....	8,356,055.59	1,618,151.46	378,122.96	†101,020.33	10,251,309.68

*Water Transfers, Freight, Pass. and Other.

†Absorbed by Operating Companies.

‡Debit.

RAILROAD STATISTICS, CALENDAR YEAR 1916.
OPERATING REVENUES—FLORIDA ONLY. ††

NAME OF ROAD.	Freight	Passenger	Excess Baggage	Parlor and Chair Car	Mall	Express	Other Passenger Train	Milk	Switching
Apalachicola Northern	\$ 139,110.46	\$ 45,835.10	\$ 228.52	\$	\$ 6,013.92	\$ 7,453.75	\$	\$	\$ 370.00
Atlanta & St. Andrews Bay	103,460.09	65,222.66	493.59	.....	5,127.28	4,028.08	.....	.....	536.80
Atlantic Coast Line	5,292,971.62	2,271,694.34	22,912.18	.....	180,915.75	369,852.49	19,706.09	261.12	50,919.47
Birm'gh'm, Columbus & St. And's.	15,421.73	8,739.01	16.21	.....	1,870.50	.....	.....	.....	.....
Charlotte Harbor & Northern	324,864.71	47,040.50	258.64	.....	5,414.50	5,181.67	.....	.....	969.00
East & West Coast	24,215.54	9,537.75	59.10	.....	1,875.61	99.67	235.00	.....	.....
Fellsmere Railroad	7,548.90	2,085.67	.....	.....	500.38	.....	.....	.....	.....
Florida, Alabama & Gulf	21,118.29	2,405.61	8.62	.....	876.96	.....	.....	.....	.....
Florida East Coast	3,929,501.92	2,163,002.61	26,613.04	.....	196,188.94	451,653.51	9,105.31	.....	80,057.78
Georgia, Florida & Alabama	82,777.42	45,968.21	464.86	.....	8,025.88	4,559.00	.....	.....	79.00
Georgia & Florida	14,207.77	5,079.16	25.71	1.31	416.49	171.37	.....	.11	74.90
Georgia Southern & Florida	294,525.83	120,001.04	1,058.69	.....	17,631.69	21,826.26	289.15	.....	923.00
Gulf, Florida & Alabama	33,164.33	6,992.64	22.55	.....	.....	.....	.....	2.74	961.16
Jacksonville Terminal Co. ....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Live Oak, Perry & Gulf	183,650.88	36,111.91	289.15	.....	1,761.90	1,778.20	56.25	.....	*264.00
Louisville & Nashville	1,090,366.41	433,341.72	5,056.60	565.00	29,740.65	56,295.87	1,197.16	137.27	16,000.43
Madison Southern	16,435.73	473.75	.....	.....	.....	.....	.....	.....	56.00
Marianna & Blountstown	30,291.64	9,806.80	68.56	.....	2,273.35	.....	.....	.....	.....
Ocklawaha Valley	24,338.86	10,934.29	.....	.....	2,210.49	420.82	.....	.....	.....
Ocala Southwestern	15,444.42	.....	.....	.....	.....	.....	.....	.....	120.00
Pelham & Havana	2,363.82	431.61	.....	.....	.....	.....	.....	.....	.....
Port St. Joe Dock & Terminal Co.	1,503.77	.....	.....	.....	.....	.....	.....	.....	270.00
Pensacola, Mobile & New Orleans	23,298.44	1,222.13	.....	.....	208.53	.....	.....	.....	.....
Seaboard Air Line	3,250,382.84	1,111,038.59	15,924.88	399.00	97,417.97	199,007.89	1,289.46	1,029.67	57,638.33
South Florida & Gulf (No report)	.....	.....	.....	.....	.....	.....	.....	.....	.....
South Georgia	43,892.66	22,820.23	114.18	.....	2,720.39	548.11	.....	.....	522.69
St. Johns River Terminal Co. ....	.....	.....	.....	.....	.....	.....	.....	.....	70,841.00
Standard & Hernando	19,340.01	271.45	.....	.....	536.14	.....	.....	.....	16.00
Tampa & Gulf Coast	145,856.82	47,216.16	344.64	.....	3,883.50	4,003.25	.....	.....	22.00
Tampa & Jacksonville	51,369.34	5,084.25	2.80	.....	899.42	3,843.76	.....	.....	1,194.00

Tampa Northern	79,196.18	19,006.50	81.06	.....	3,112.74	1,192.87	.....	.....	2,812.65
Tavares & Gulf	35,684.07	856.23	.....	.....	1,227.38	484.15	.....	.....	.....
Tampa Union Station .....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Grand Total	\$15,296,304.50	\$ 6,492,219.92	\$ 74,043.58	\$965.31	\$570,850.36	\$1,132,400.72	\$ 31,878.42	\$ 1,430.91	\$284,120.21
Total Interstate Roads	10,252,529.52	4,086,217.94	46,081.86	965.31	343,081.59	656,289.07	22,481.86	1,430.91	127,655.78
Roads Entirely in Florida	5,043,774.98	2,406,001.98	27,961.72	.....	227,768.77	476,111.65	9,396.56	.....	156,464.43

*Debit.

††Florida's proportion of Interstate Revenue of Interstate Roads is arrived at arbitrarily.

RAILROAD STATISTICS, CALENDAR YEAR 1916.
OPERATING REVENUES—FLORIDA ONLY.—(Continued.)††

NAME OF ROAD.	Special Service Train	Other Freight Train	Total Rail Line Transp't'n Revenue	Water Line Trans. Rev.	Incidental Operating Revenue	Joint Facility Revenue	Grand Total Operating Revenue	CLASS OF REVENUE.	
								Intrastate	Interstate
Apalachicola Northern	\$.....	\$.....	\$ 199,011.75	\$.....	\$ 10,730.25	\$.....	\$ 209,742.00	\$ Not given	\$ Not given
Atlanta & St. Andrews Bay			178,868.50		2,888.80	5,488.00	187,245.30	x114,219.63	x85,424.69
Atlantic Coast Line	3,003.50	10.00	8,212,246.56		160,485.52	12,918.22	8,385,650.30	4,070,561.95	4,315,088.35
Birm'gh'm, Columbus & St. And's.	25.00		260,072.45		181.75		26,254.20	Not given	Not given
Charlotte Harbor & Northern ...	400.00		384,129.02		82,513.80		466,642.82	Not given	Not given
East & West Coast			36,022.67		72.64		36,095.31	Not given	Not given
Fellsmere Railroad			10,134.95		263.80		10,398.75	Not given	Not given
Florida, Alabama & Gulf			24,409.48		57.61		24,467.09	Not given	Not given
Florida East Coast	8,028.50		6,864,151.61		222,289.70	8,485.97	7,094,927.28	†1,277,789.24	†2,651,712.68
Georgia, Florida & Alabama	1,071.23	**3,878.33	146,823.93		2,227.75		149,051.68	74,647.98	74,403.70
Georgia & Florida	53.76		20,030.58		253.45	7.37	20,291.40	Not given	Not given
Georgia Southern & Florida	1,024.47		457,280.13		7,373.52	51,744.61	516,398.26	134,233.25	382,165.01
Gulf, Florida & Alabama			41,143.42		14,085.65		55,229.07	Not given	Not given
Jacksonville Terminal Co.					29,228.95	*29,228.95	†.....		
Live Oak, Perry & Gulf			223,384.29		14,615.85		238,000.14	Not given	Not given
Louisville & Nashville	922.50		1,633,623.61		103,524.74		1,737,148.35	521,674.67	1,215,473.68
Madison Southern			16,965.48				16,965.48	Not given	Not given
Marianna & Blountstown			42,440.35		428.30		42,868.65	Not given	Not given
Ocklawaha Valley			37,904.46		684.66		38,589.12	Not given	Not given
Ocala Southwestern			15,564.42				15,564.42	Not given	Not given
Pelham & Havana			2,795.43		240.24		3,035.67	Not given	Not given
Port St. Joe Dock & Terminal Co.			1,773.77		396.05		2,169.82		
Pensacola, Mobile & New Orleans.			24,729.10		1,129.51		25,858.61	Not given	Not given
Seaboard Air Line	1,564.30	1.90	4,735,694.83		196,365.49	11,046.54	4,943,106.86	2,443,499.30	2,499,607.56
South Florida & Gulf (No report)									
South Georgia	79.50		70,697.76		4,282.69		74,980.45	14,996.01	59,984.44
St. Johns River Terminal Co.			70,841.00		5,661.15	*76,502.15	†.....		
Standard & Hernando			20,163.60		31.00		20,194.60	Not given	Not given
Tampa & Gulf Coast			201,326.37		1,753.23		203,079.60	139,947.04	63,132.56
Tampa & Jacksonville	122.00		62,515.57		395.21		62,910.78	Not given	Not given

Tampa Northern .....	.....	.....	105,402.00	.....	4,808.60	292.82	110,503.42	94,679.54	15,823.88
Tavares & Gulf .....	.....	.....	38,251.83	.....	.....	.....	38,251.83	Not given	Not given
Tampa Union Station .....	.....	.....	.....	.....	4,068.02	*4,068.02	†.....	.....	.....
Grand Total	\$16,294.76	\$ 3,890.23	\$23,904,398.92	\$.....	\$871,037.93	\$*19,815.59	\$24,755,621.26	\$ 8,886,248.61	\$11,342,816.55
Total Interstate Roads	7,719.26	3,890.23	15,548,343.33	.....	492,914.97	81,204.74	\$16,122,463.04	7,373,832.79	8,612,147.43
Roads Entirely in Florida	8,575.50	.....	8,356,055.59	.....	378,122.96	*101,020.33	8,633,158.22	1,512,415.82	2,730,669.12

*Debit.

**Water Transfers, Freight, Passenger and Others.

†Absorbed by Operating Companies.

‡Freight Revenue Only.

xEstimated.

††Florida's proportion of Interstate Revenue of Interstate Roads is arrived at arbitrarily.

‡‡Incomplete.

RAILROAD STATISTICS, CALENDAR YEAR 1916.
OPERATING EXPENSES—ENTIRE LINE.

NAME OF ROAD.	Maintenance of Way and Structures	Maintenance of Equipment	Traffic Expenses	Transportation Rail Line
Apalachicola Northern	\$ 51,609.92	\$ 54,607.21	\$ 4,305.99	\$ 50,996.49
Atlanta & St. Andrews Bay.....	44,031.23	35,429.80	2,805.65	56,524.81
Atlantic Coast Line	4,443,558.55	5,991,657.21	723,801.97	11,879,430.43
Birmingham, Columbus & St. Andrews.....	6,657.52	2,999.39	185.50	7,765.56
Charlotte Harbor & Northern.....	106,308.19	85,798.09	11,858.90	154,463.59
East & West Coast	8,275.55	6,006.57	2,752.31	11,999.75
Fellsmere R. R.	5,108.63	4,475.81	.....	8,546.38
Florida, Alabama & Gulf	8,153.97	4,943.65	590.81	8,096.43
Florida East Coast	736,689.49	944,814.03	115,240.32	1,886,476.43
Georgia, Florida & Alabama	103,806.35	84,748.61	21,300.98	194,568.21
Georgia & Florida	191,637.30	128,275.72	31,426.23	296,503.65
Georgia Southern & Florida	306,821.90	508,699.89	91,209.58	927,940.00
Gulf, Florida & Alabama	43,964.02	86,340.35	9,829.82	92,089.37
Jacksonville Terminal Co. ....	.....	.....	.....	.....
Live Oak, Perry & Gulf.....	31,588.43	25,060.08	4,271.22	42,358.16
Louisville & Nashville	8,430,601.86	11,779,770.37	1,512,675.95	18,875,512.06
Madison Southern	2,140.83	2,852.33	81.98	3,941.33
Marianna & Blountstown	7,343.87	3,649.51	333.50	9,907.89
Ocklawaha Valley	14,749.39	6,556.09	1,429.09	13,631.35
Ocala Southwestern	5,460.63	1,905.66	1,128.12	3,147.08
Pelham & Havana	6,505.93	3,520.93	.....	9,808.01
Port St. Joe Dock & Terminal Co.....	1,964.39	.....	1.00	26.89
Pensacola, Mobile & New Orleans	10,225.47	1,277.66	.....	9,049.20
Seaboard Air Line	3,187,544.10	3,909,973.80	907,085.71	8,660,088.40

South Florida & Gulf.....	.....	.....	.....	.....
South Georgia	49,166.27	25,090.52	3,205.23	59,556.05
St. Johns River Terminal Co..... *	.....	.....	.....	.....
Standard & Hernando Ry.....	2,846.06	8,684.41	4.27	10,855.49
Tampa & Gulf Coast	26,023.29	11,425.99	5,010.40	81,112.94
Tampa & Jacksonville	17,345.84	7,059.14	1,553.46	21,239.81
Tampa Northern	24,955.82	29,559.20	180.94	42,326.60
Tavares & Gulf	10,734.62	2,888.87	1,630.51	13,249.65
Tampa Union Station .....	.....	.....	.....	.....
Grand Total	\$ 17,885,819.42	\$ 23,767,068.89	\$ 3,453,899.44	\$ 43,432,212.11
Total Interstate Roads	16,826,016.95	22,557,728.51	3,303,931.93	41,069,166.72
Roads Entirely in Florida	1,059,802.47	1,209,340.38	149,967.51	2,363,045.39

* Absorbed by Op. Co.'s

RAILROAD STATISTICS, CALENDAR YEAR 1916.
OPERATING EXPENSES—ENTIRE LINE, (Continued.)

NAME OF ROAD.	Transportation Water Line	Miscellaneous Operations	General Expenses	Transportation for Invest- ment Credit	Total Operating Expenses
Apalachicola Northern	\$.....	\$.....	\$ 16,210.83	\$.....	\$ 177,730.44
Atlanta & St. Andrews Bay.....			12,314.84	.....	151,106.33
Atlantic Coast Line.....		135,500.33	913,673.33	27,016.61	24,060,605.21
Birmingham, Columbus & St. Andrews....	124.00	.....	2,046.33	.....	19,778.30
Charlotte Harbor & Northern.....			23,779.36	.....	382,208.13
East & West Coast			5,164.46	.....	34,198.64
Fellsmere R. R.			135.00	.....	19,265.82
Florida, Alabama & Gulf.....			4,486.99	.....	26,271.85
Florida East Coast	356,577.92	46,290.48	224,689.63	28,943.80	4,281,834.50
Georgia, Florida & Alabama.....			35,839.11	.....	438,263.26
Georgia & Florida			55,987.00	.....	703,829.90
Georgia Southern & Florida		3,824.73	105,920.04	124.09	1,944,292.05
Gulf, Florida & Alabama.....			15,701.68	.....	247,925.24
Jacksonville Terminal Co.....*					
Live Oak, Perry & Gulf.....			13,272.15	.....	116,550.04
Louisville & Nashville		249,583.38	1,357,697.06	163,729.35	42,042,111.35
Madison Southern			1,080.60	.....	10,097.07
Marianna & Blountstown			2,739.09	.....	23,973.86
Ocklawaha Valley			4,708.79	.....	41,074.71
Ocala Southwestern			6,117.98	.....	17,759.47
Pelham & Havana			709.54	.....	20,544.41
Port St. Joe Dock & Terminal Co.....			954.03	.....	2,946.31
Pensacola, Mobile & New Orleans.....			5,369.12	.....	25,921.55
Seaboard Air Line		151,075.85	758,373.34	42,234.53	17,531,906.67

South Florida & Gulf .....	.....	.....	.....	.....	.....
South Georgia .....	.....	.....	14,835.59	.....	151,853.66
St. Johns River Terminal Co.....	.....	.....	.....	.....	.....
Standard & Hernando Ry.....	.....	.....	473.47	.....	22,861.70
Tampa & Gulf Coast .....	.....	.....	12,401.90	.....	146,974.52
Tampa & Jacksonville .....	.....	.....	5,437.69	.....	52,635.94
Tampa Northern .....	.....	.....	6,873.57	.....	103,896.13
Tavares & Gulf .....	.....	.....	4,122.29	.....	32,625.94
Tampa Union Station .....	.....	.....	.....	.....	.....
Grand Total	\$ 356,701.92	\$ 586,274.77	\$ 3,611,114.81	\$ 262,048.36	\$ 92,831,043.00
Total Interstate Roads .....	.....	538,984.29	3,280,907.64	233,104.56	87,344,631.48
Roads Entirely in Florida.....	356,701.92	46,290.48	330,207.17	28,943.80	5,486,411.52

* Absorbed by Op. Co.'s.

RAILROAD STATISTICS, CALENDAR YEAR 1916.

OPERATING EXPENSES—FLORIDA ONLY. (†)

NAME OF ROAD.	Maintenance of Way and Structures	Maintenance of Equipment	Traffic Expenses	Transportation Rail Line
Apalachicola Northern	\$ 51,609.92	\$ 54,607.21	\$ 4,305.99	\$ 50,996.49
Atlanta & St. Andrews Bay.....	35,224.98	28,343.84	2,246.92	45,219.84
Atlantic Coast Line	998,467.61	1,346,325.37	162,638.30	2,669,308.02
Birmingham, Columbus & St. Andrews.....	6,657.52	2,999.39	185.50	7,765.56
Charlotte Harbor & Northern.....	106,508.19	85,798.09	11,858.90	154,463.59
East & West Coast	8,775.55	6,006.57	2,752.31	11,999.75
Fellsmere R. R.	5,108.63	4,475.81	.....	9,546.38
Florida, Alabama & Gulf	6,570.11	3,953.31	472.64	6,411.79
Florida East Coast	736,689.49	944,814.03	115,240.32	1,886,476.43
Georgia, Florida & Alabama	45,911.55	23,222.43	7,914.26	72,240.77
Georgia & Florida	4,790.90	3,206.86	785.65	7,412.55
Georgia Southern & Florida	99,943.63	122,108.76	23,750.40	239,473.40
Gulf, Florida & Alabama.....	13,394.30	26,765.50	3,047.24	28,547.70
Jacksonville Terminal Co.....*	.....	.....	.....	.....
Live Oak, Perry & Gulf	31,588.43	25,060.68	4,271.22	42,358.16
Louisville & Nashville	349,889.53	296,927.38	42,081.10	642,675.69
Madison Southern	2,140.83	2,852.33	81.58	3,941.33
Marianna & Blountstown	7,343.87	3,649.51	333.50	9,907.89
Ocklawaha Valley	14,749.39	6,556.09	1,429.09	13,631.35
Ocala Southwestern	5,460.63	1,905.66	1,128.12	3,147.08
Pelham & Havana	766.28	487.03	.....	897.70
Port St. Joe Dock & Terminal Co.....	1,964.39	.....	1.00	26.89
Pensacola, Mobile & New Orleans	6,816.98	851.77	.....	6,032.88
Seaboard Air Line	759,113.56	773,250.09	188,298.84	1,872,229.46

South Florida & Gulf.....	.....	.....	.....	.....
South Georgia	20,980.12	10,731.69	1,358.38	23,086.71
St. Johns River Terminal Co..... *	.....	.....	.....	.....
Standard & Hernando Ry.....	2,846.06	8,682.41	4.27	10,855.49
Tampa & Gulf Coast	26,023.29	22,425.99	5,010.40	81,112.94
Tampa & Jacksonville	17,345.84	7,059.14	1,553.46	21,239.81
Tampa Northern	24,955.82	29,559.20	180.94	42,326.60
Tavares & Gulf	10,734.62	2,888.87	1,630.51	13,249.65
Tampa Union Station .....	.....	.....	.....	.....
Grand Total	\$ 3,401,672.02	\$ 3,845,514.41	\$ 582,561.24	\$ 7,967,581.90
Total Interstate Roads	2,341,869.55	2,636,174.03	432,593.73	5,604,536.51
Roads Entirely in Florida	1,059,802.47	1,209,340.38	149,967.51	2,363,045.39

† Florida's Expenses of Interstate Roads are Arrived at Arbitrarily.

* Absorbed by Optg. Co.'s.

RAILROAD STATISTICS, CALENDAR YEAR 1916.
OPERATING EXPENSES—FLORIDA ONLY. (†) (Continued.)

NAME OF ROAD.	Transportation Water Line	Miscellaneous Operations	General Expenses	Transportation for Invest- ment Credit	Total Operating Expenses
Apalachicola Northern	\$.....	\$.....	\$ 16,210.83	\$.....	\$ 177,730.44
Atlanta & St. Andrews Bay			9,849.47	.....	120,885.05
Atlantic Coast Line		30,446.92	205,102.40	6,070.63	5,406,417.99
Birmingham Columbus & St. Andrews.....	124.00	.....	2,046.33	.....	19,778.30
Charlotte Harbor & Northern			23,779.36	.....	382,208.13
East & West Coast			5,164.46	.....	34,198.64
Fellsmere Railroad			135.00	.....	19,265.82
Florida, Alabama & Gulf			3,589.60	.....	20,997.45
Florida East Coast		46,290.48	224,689.63	28,943.80	3,925,256.58
Georgia, Florida & Alabama			13,299.55	.....	162,588.56
Georgia & Florida			1,399.65	.....	17,595.61
Georgia Southern & Florida			28,581.14	.....	504,857.33
Gulf, Florida & Alabama			4,867.52	.....	76,622.26
Jacksonville Terminal Co. *					
Live Oak, Perry & Gulf			13,272.15	.....	116,550.04
Louisville & Nashville		3,121.61	44,939.66	820.59	1,378,814.38
Madison Southern			1,080.60	.....	10,097.07
Marianna & Blountstown			2,739.09	.....	23,973.86
Ocklawaha Valley			4,708.79	.....	41,074.71
Ocala Southwestern			6,117.98	.....	17,759.47
Pelham & Havana					2,151.01
Port St. Joe Dock & Terminal Co.			954.03	.....	2,946.31
Pensacola, Mobile & New Orleans			3,579.42		17,281.05
Seaboard Air Line		10,186.21	167,134.24	6,033.58	3,764,178.82

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South Florida & Gulf						
South Georgia			6,558.35			62,515.25
St. Johns River Terminal Co. *						
Standard & Hernando			473.47			22,861.70
Tampa & Gulf Coast			12,401.90			146,974.52
Tampa & Jacksonville			5,437.69			52,635.94
Tampa Northern			6,873.57			103,896.13
Tavares & Gulf			4,122.29			32,625.94
Tampa Union Station						
Grand Total	\$	124.00	\$	90,045.22	\$	819,108.17
Total Interstate Roads				43,754.74		41,868.60
Roads Entirely in Florida		124.00		46,290.48		16,664,738.36
				488,901.00		12,924.80
				330,207.17		11,534,904.76
						28,943.80
						5,129,833.60

† Florida's Expenses of Interstate Roads are Arrived at Arbitrarily.

* Absorbed Optg. Co.'s.

RAILROAD STATISTICS, CALENDAR YEAR 1916.
REVENUE FREIGHT CARRIED DURING THE YEAR—ENTIRE LINE. (*)

NAM0 OF ROAD.	Products of Agriculture No. of Tons (2000lbs.each)	Products of Animals No. of Tons (2000lbs.each)	Products of Mines No. of Tons (2000lbs.each)	Products of Forests No. of Tons (2000lbs.each)	Manufactures No. of Tons (2000lbs.each)
Apalachicola Northern	4,678	1,247	1,731	76,045	19,403
Atlanta & St. Andrews Bay (Not Given)					
Atlantic Coast Line	1,679,726	97,864	2,443,621	4,912,771	2,831,478
Birmingham, Columbus & St. Andrews....	433	50		6,251	4,544
Charlotte Harbor & Northern	26,200	2,744	423,609	50,295	40,921
East & West Coast	3,389	151	117	15,870	4,212
Fellsmere Railroad (Not Given)					
Florida, Alabama & Gulf	1,004	152	44	19,259	6,192
Florida East Coast	245,473	180,776	363,451	285,865	385,254
Georgia, Florida & Alabama	63,194	36,945	112,156	76,153	69,566
Georgia & Florida	91,593	7,978	23,009	182,616	127,040
Georgia Southern & Florida	211,132	59,494	223,112	298,527	293,535
Gulf, Florida & Alabama	253		89	31,049	905
Jacksonville Terminal Co.					
Live Oak, Perry & Gulf (Not Given)					
Louisville & Nashville	2,221,388	654,624	26,106,389	3,250,714	4,380,463
Madison Southern				33,018	4,200
Marianna & Blountstown	4,200	200		20,000	100
Ocklawaha Valley	2,227	122	613	18,732	3,869
Ocala Southwestern	146	94	9,341	26,118	870
Pelham & Havana					
Port St. Joe Dock & Terminal Co.					
Pensa., Mobile & New Orleans (Not Given)					

Seaboard Air Line	1,352,347	111,265	2,587,833	2,728,194	3,180,010
South Florida & Gulf (No Report)					
South Georgia	24,212	850	13,688	93,048	14,186
St. Johns River Terminal Co.					
Standard & Hernando Ry. (Not Given)					
Tampa & Gulf Coast	23,030	984	19,299	54,347	53,363
Tampa & Jacksonville	33,465		1,470	14,582	486
Tampa Northern	4,229	409	2,377	77,795	14,903
Tavares & Gulf	11,311		12,657	1,791	3,102
Tampa Union Station					
Grand Total	6,003,630	1,155,949	32,344,605	12,272,740	11,438,602
Total Interstate Roads	5,644,849	969,172	31,509,941	11,592,031	10,903,375
Roads Entirely in Florida	358,781	186,777	834,664	680,709	535,227

* Incomplete Table.

RAILROAD STATISTICS, CALENDAR YEAR 1916.
REVENUE FREIGHT CARRIED DURING THE YEAR—ENTIRE LINE. (*) (Continued.)

NAME OF ROAD.	Miscellaneous Commodities (C'r L'd Sale) No. of Tons (2000lbs.each)	L' C L Goods Not Distrib't'd No. of Tons (2000lbs.each)	Total Revenue Frght. Carried No. of Tons (2000lbs.each)	No. of Tons Originating on Respondents Road iWithin Florida
Apalachicola Northern		2,432	105,556	89,884
Atlanta & St. Andrews Bay (Not Given)				
Atlantic Coast Line	527,367	954,254	13,446,781	3,373,357
Birmingham, Columbus & St. Andrews	598	1,058	12,934	Not Given
Charlotte Harbor & Northern	27,087	1,514	572,370	510,968
East & West Coast	3,930	291	27,960	Not Given
Fellsmere Railroad (Not Given)				
Florida, Alabama & Gulf	605		27,256	Not Given
Florida East Coast	1,269	77,155	1,539,243	1,041,266
Georgia, Florida & Alabama	6,560	27,634	392,208	55,735
Georgia & Florida		11,291	443,527	Not Given
Georgia Southern & Florida	34,675	85,319	1,205,794	Not Given
Gulf, Florida & Alabama	48	550	32,894	Not Given
Jacksonville Terminal Co.				
Live Oak, Perry & Gulf (Not Given)				
Louisville & Nashville	359,273	1,592,571	38,565,422	615,003
Madison Southern	147	900	38,265	Not Given
Marianna & Blountstown	620	6,000	31,120	Not Given
Ocklawala Valley	456	1,688	27,707	Not Given
Ocala Southwestern	59	447	37,075	Not Given
Pelham & Havana	29,262		29,262	Not Given
Port St. Joe Dock & Terminal Co.				
Pensacola, Mobile & New Orleans (Not Given)				

Seaboard Air Line	536,011	.....	10,495,660	Not Given
South Florida & Gulf.....	.....	.....	.....	.....
South Georgia .....	.....	6,596	152,280	Not Given
St. Johns River Terminal Co.....	.....	.....	.....	.....
Standard & Hernando Ry. (Not Given)	.....	.....	.....	.....
Tampa & Gulf Coast.....	3,136	1,810	155,969	116,979
Tampa & Jacksonville .....	.....	1,366	51,369	Not Given
Tampa Northern	972	780	101,465	99,122
Tavares & Gulf.....	.....	2,458	31,319	Not Given
Tampa Union Station .....	.....	.....	.....	.....
Grand Total	1,532,075	2,775,814	67,523,416	5,902,314
Total Interstate Roads.....	1,493,801	2,677,915	64,791,084	4,044,095
Roads Entirely in Florida	38,274	97,899	2,732,332	1,858,219

* Incomplete Table.

RAILROAD STATISTICS, CALENDAR YEAR 1916.

TOTAL REVENUE FREIGHT CARRIED DURING THE YEAR—FLORIDA ONLY. (*)

NAME OF ROAD.	Products of Agriculture No. of Tons 2000 lbs. each	Products of Animals No. of Tons 2000 lbs. each	Products of Mines No. of Tons 2000 lbs. each	Products of Forests No. of Tons 2000 lbs. each	Manufactures No. of Tons 2000 lbs. each
Apalachicola Northern	4,678	1,247	1,731	76,045	19,403
Atlanta & St. Andrews Bay (Not Given)					
Atlantic Coast Line	552,259	37,796	1,172,999	1,558,905	815,967
Birmingham, Columbus & St. Andrew	433	50		6,251	4,544
Charlotte Harbor & Northern	26,200	2,744	423,609	50,295	40,921
East & West Coast	3,389	151	117	15,870	4,212
Fellsmere Railroad (Not Given)					
Florida, Alabama & Gulf					
Florida East Coast	245,473	180,776	363,451	285,865	385,254
Georgia, Florida & Alabama					
Georgia & Florida (Not Given)					
Georgia Southern & Florida					
Gulf, Florida & Alabama	253		89	31,049	905
Jacksonville Terminal Company					
Live Oak, Perry & Gulf (Not Given)					
Louisville & Nashville					
Madison Southern				33,018	4,200
Marianna & Blountstown	4,200	200		20,000	100
Ocklawaha Valley	2,227	122	613	18,732	3,869
Ocala Southwestern	146	94	9,341	26,118	870
Pelham & Havana	50			5,080	20
Port St. Joe Dock & Terminal Co.					
Pensa., Mobile & New Orleans (Not Given)					
Seaboard Air Line					

South Florida & Gulf (No Report) *	.....	.....	.....	.....	.....
South Georgia .....	.....	.....	.....	.....	.....
St. Johns River Terminal Co.....	.....	.....	.....	.....	.....
Standard & Hernando (Not Given) .....	.....	.....	.....	.....	.....
Tampa & Gulf Coast	23,030	984	19,299	54,347	53,363
Tampa & Jacksonville	13,386	.....	4,200	30,006	324
Tampa Northern	4,229	409	2,377	77,496	14,903
Tavares & Gulf	11,311	.....	12,657	1,791	3,102
Tampa Union Station Co.....	.....	.....	.....	.....	.....
Grand Total	891,264	224,573	2,010,483	2,291,167	1,351,957
Total Interstate Roads.....	552,562	37,796	1,173,088	1,595,034	816,892
Total Road Entirely in Florida.....	338,702	186,774	837,295	696,133	535,065

*Incomplete Table.

RAILROAD STATISTICS, CALENDAR YEAR 1916.

TOTAL REVENUE FREIGHT CARRIED DURING THE YEAR—FLORIDA ONLY. (*) (Continued.)

NAME OF ROAD.	Miscellaneous Commodities Cr L'd Rates No. of Tons 2000 lbs. each	L C L Goods Not Dist'b't'd No. of Tons 2000 lbs. each	Tonnage Not Classified Total	Total Inter & Intra State Tonnage	Intrastate Tonnage Only
Apalachicola Northern		2,432		105,536	Not Given
Atlanta & St. Andrews Bay (Not Given)					
Atlantic Coast Line	150,281	262,943		4,551,150	2,117,620
Birmingham, Columbus & St. Andrews....	598	1,058		12,934	Not Given
Charlotte Harbor & Northern.....	27,087	1,514		572,370	Not Given
East & West Coast	3,930	291		27,960	Not Given
Fellsmere Railroad (Not Given)					
Florida, Alabama & Gulf.....			21,805	21,805	Not Given
Florida East Coast	1,269	77,155		1,533,243	918,305
Georgia, Florida & Alabama.....			259,852	259,852	27,663
Georgia & Florida (Not Given)					
Georgia Southern & Florida.....			606,008	606,008	53,322
Gulf, Florida & Alabama.....	48	550		32,894	Not Given
Jacksonville Terminal Company.....					
Live Oak, Perry & Gulf (Not Given)					
Louisville & Nashville			1,360,807	1,360,807	151,353
Madison Southern	147	900		38,265	Not Given
Marianna & Blountstown.....	620	6,000		31,120	Not Given
Ocklawaha Valley	456	1,688		27,707	Not Given
Ocala Southwestern	59	447		37,075	Not Given
Pelham & Havana		50		5,200	Not Given
Port St. Joe Dock & Terminal Co.....					
Pensa., Mobile & New Orleans (Not Given)					
Seaboard Air Line.....			2,614,921	2,614,921	1,049,798

South Florida & Gulf (No report).....					
South Georgia.....			36,548	36,548	1,710
St. Johns River Terminal Co.					
Standard & Hernando (Not Given).....					
Tampa & Gulf Coast	3,136	1,810		155,969	119,637
Tampa & Jacksonville		1,822		49,738	Not Given
Tampa Northern	780	972		101,465	84,140
Tavares & Gulf.....		2,458		31,319	Not Given
Tampa Union Station Co.....					
Grand Total	188,411	362,090	4,899,941	12,219,886	
Total Interstate Roads	150,329	263,543	4,899,941	9,489,185	
Total Road Entirely in Florida.....	38,082	98,547		2,730,701	

*Incomplete Table.

RAILROAD STATISTICS, CALENDAR YEAR 1916.
TAXES BY STATES—ENTIRE LINE.

NAME OF ROAD.	Florida	Georgia	Alabama	Mississippi	Louisiana	S. Carolina
Apalachicola Northern	\$ 15,349.70	\$	\$	\$	\$	\$
Atlanta & St. Andrews Bay	12,061.00	.....	1,552.56	.....	.....	.....
Atlantic Coast Line	527,220.09	264,302.71	78,302.89	.....	.....	336,931.68
Birmingham, Columbus & St. Andrew	3,313.48	.....	.....	.....	.....	.....
Charlotte Harbor & Northern	38,364.00	.....	.....	.....	.....	.....
East & West Coast	7,806.25	.....	.....	.....	.....	.....
Fellsmere Railroad	1,999.92	.....	.....	.....	.....	.....
Florida, Alabama & Gulf .....	.....	.....	.....	.....	.....	.....
Florida East Coast	350,232.31	.....	.....	.....	.....	.....
Georgia, Florida & Alabama	16,762.57	16,640.00	.....	.....	.....	.....
Georgia & Florida	2,663.82	36,745.23	.....	.....	.....	.....
Georgia Southern & Florida	42,663.90	95,431.81	.....	.....	.....	.....
Gulf, Florida & Alabama .....	.....	.....	.....	.....	.....	.....
Jacksonville Terminal Co.	26,887.36	.....	.....	.....	.....	.....
Live Oak, Perry & Gulf	13,746.85	.....	.....	.....	.....	.....
Louisville & Nashville	113,466.13	53,883.24	566,649.63	75,975.54	80,751.82	.....
Madison Southern	*868.50	.....	.....	.....	.....	.....
Marianna & Blountstown	*2,779.56	.....	.....	.....	.....	.....
Ocklawaha Valley	*4,589.90	.....	.....	.....	.....	.....
Ocala Southwestern	*332.31	.....	.....	.....	.....	.....
Pelham & Havana .....	.....	.....	.....	.....	.....	.....
Port St. Joe Dock & Terminal Co.	*708.75	.....	.....	.....	.....	.....
Pensacola, Mobile & New Orleans .....	.....	.....	.....	.....	.....	.....
Seaboard Air Line	388,870.78	248,195.00	57,158.91	.....	.....	160,012.04

South Florida & Gulf (No report).....							
South Georgia	8,842.04	3,427.31					
St. Johns River Terminal Co.	26,457.84						
Standard & Hernando	*8,251.42						
Tampa & Gulf Coast	17,322.75						
Tampa & Jacksonville	*5,465.04						
Tampa Northern	23,929.78						
Tavares & Gulf	*3,831.33						
Tampa Union Station Co.....	*9,882.50						
Grand Total	\$ 1,670,669.88	\$ 718,625.30	\$ 703,663.99	\$ 75,975.54	\$ 80,751.82	\$ 496,943.72	

* Accruals. Includes U S. Government, if any.

† Includes Florida Taxes.

RAILROAD STATISTICS, CALENDAR YEAR 1916.

TAXES BY STATES—ENTIRE LINE. (Continued.)

NAME OF ROAD.	N. Carolina	Virginia	Other States	U. S. Govt. Taxes	Grand Total Taxes
Apalachicola Northern	\$.....	\$.....	\$.....	\$ 10.00	\$ 15,359.70
Atlanta & St. Andrews Bay				26.70	13,640.26
Atlantic Coast Line	468,811.78	90,044.07	34.88	77,761.99	1,843,410.09
Birmingham, Columbus & St. Andrew.....					*3,313.48
Charlotte Harbor & Northern					38,364.00
East & West Coast					*7,806.25
Fellsmere Railroad					*1,999.92
Florida, Alabama & Gulf			*†2,618.68	.....	*†2,618.68
Florida East Coast				23,567.98	373,800.29
Georgia, Florida & Alabama					33,402.57
Georgia & Florida				62	39,409.67
Georgia Southern & Florida				2,919.61	141,015.32
Gulf, Florida & Alabama			*†13,168.10	.....	*†13,168.10
Jacksonville Terminal Co.				271.64	27,159.00
Live Oak, Perry & Gulf				933.80	14,680.65
Louisville & Nashville	1,318.69	40,421.42	1,404,554.56	90,905.72	2,427,926.75
Madison Southern					*868.50
Marianna & Blountstown					*2,779.56
Ocklawaha Valley					*4,589.90
Ocala Southwestern					332.31
Pelham & Havana			*†1,305.83	.....	1,305.83
Port St. Joe Dock & Terminal Co.					*708.75
Pensacola, Mobile & New Orleans			*†4,927.86	.....	*†4,927.86
Seaboard Air Line.....	321,138.63	97,490.39	.....	4,952.03	1,277,817.78

South Florida & Gulf .....	.....	.....	.....	.....	201.21	12,470.56
South Georgia .....	.....	.....	.....	.....	.....	26,457.84
St. Johns River Terminal Co. ....	.....	.....	.....	.....	.....	*8,251.42
Standard & Hernando .....	.....	.....	.....	.....	.....	17,322.75
Tampa & Gulf Coast .....	.....	.....	.....	.....	.....	*5,465.04
Tampa & Jacksonville .....	.....	.....	.....	.....	.....	23,929.78
Tampa Northern .....	.....	.....	.....	.....	.....	*3,831.33
Tavares & Gulf .....	.....	.....	.....	.....	.....	*5,882.50
Tampa Union Station Co. ....	.....	.....	.....	.....	.....	.....
Grand Total	\$ 791,269.10	\$ 227,955.88	\$ 1,426,609.91	\$ 201,551.30	\$ 6,394,016.44	.....

* Accruals. Includes U. S. Government, if any.

† Includes Florida Taxes.

RAILROAD STATISTICS, CALENDAR YEAR 1916.
MISCELLANEOUS AVERAGES—ENTIRE LINE.

	PER MILE OF ROAD OPERATED.				
	Freight Revenue	Passenger Service Train Revenue	Total Operating Revenue	Operating Expenses	Net Operat- ing Revenue
Apalachicola Northern	\$ 1,363.83	\$ 583.64	\$ 2,056.29	\$ 1,742.45	\$ 313.84
Atlanta & St. Andrews Bay	1,532.65	1,109.14	2,773.84	1,790.79	983.05
Atlantic Coast Line	5,327.83	2,376.13	7,895.41	5,089.97	2,805.44
Birm'g'm, Col'b's & St. And'	405.83	279.62	690.90	520.48	170.42
Charlotte Harbor & Northern	2,854.95	508.79	4,100.91	3,358.89	742.02
East & West Coast	473.88	231.06	706.36	669.24	37.12
Fellsmere Railroad	699.62	396.71	963.74	1,785.52	*821.78
Florida, Alabama & Gulf ...	1,035.21	161.33	1,205.96	1,030.26	175.70
Florida East Coast	5,257.07	3,808.26	9,491.92	5,251.39	4,240.53
Georgia, Florida & Alabama	2,017.18	788.08	2,861.19	2,272.44	588.75
Georgia & Florida	1,632.60	616.50	2,304.09	2,050.65	310.91
Georgia Southern & Florida	3,979.88	2,444.10	6,640.48	4,835.94	1,805.54
Gulf, Florida & Alabama ...	683.10	164.35	1,136.76	1,583.06	*446.30
Jacksonville eTerminal Co. .	.....	.....	.....	.....	.....
Live Oak, Perry & Gulf	2,189.45	476.84	2,837.39	1,389.49	1,447.90
Louisville & Nashville	9,435.28	3,093.06	12,835.55	8,311.25	4,524.30
Madison Southern	2,453.09	79.07	2,532.16	1,507.03	1,025.13
Marianna & Blountstown ..	695.40	278.89	984.12	550.36	433.76
Ocklawaha Valley	456.81	254.61	724.27	770.92	*46.65
Ocala S'th-w'st'n (No statis.) .....	.....	.....	.....	.....	.....
Pelham & Havana	924.23	134.76	1,236.43	790.17	446.26
Port St. Joe Dock & Ter. Co. .....	.....	.....	.....	.....	.....
Pensacola, Mobile & N. O. ...	741.67	45.54	823.17	550.12	273.05
Seaboard Air Line	5,276.45	2,034.66	7,586.32	5,079.44	2,506.88
South Fla. & Gulf (No rep't.) .....	.....	.....	.....	.....	.....
South Georgia	1,820.10	733.95	2,678.75	1,860.95	817.80
St. Johns River Terminal Co. .....	.....	.....	.....	.....	.....
Standard & Hernando	565.83	23.62	590.83	668.86	*78.03
Tampa & Gulf Coast	1,674.59	636.60	2,331.57	1,687.42	644.15
Tampa & Jacksonville	915.52	175.54	1,123.41	939.93	183.48
Tampa Northern	1,263.30	373.16	1,762.70	1,657.30	105.40
Tavares & Gulf	866.96	62.38	929.34	792.66	136.68
Tampa Union Station Co. ...	.....	.....	.....	.....	.....

*Deficit.

RAILROAD STATISTICS, CALENDAR YEAR 1916.
MISCELLANEOUS AVERAGES—ENTIRE LINE.—(Continued.)

	PER TRAIN MILE.						
	Revenue Ton Miles Freight	Revenue Passenger Miles	Freight Revenue	Passenger Service Train Rev.	Total Operation Revenue	Operating Expenses	Net Operat- ing Revenue
Apalachicola Northern	87.44	15.62	\$ 2.58	\$.62	\$ 1.39	\$ 1.17	\$.22
Atlanta & St. Andrews Bay	Not given		.99	.43	.71	.46	.25
Atlantic Coast Line	307.71	43.56	3.08	1.20	2.22	1.43	.79
Birm'gh'm, Columbus & St. And's	12.08	8.95	.54	.38	.90	.68	.22
Charlotte Harbor & Northern ...	444.40	11.00	3.86	.40	2.03	1.67	.37
East & West Coast	20.93	7.14	.77	.32	.99	.93	.06
Fellsmere Railroad (No Stat'cs)	.....	.....	.....	.....	.....	.....	.....
Florida, Alabama & Gulf	38.05	4.12	1.69	.22	1.65	1.41	.24
Florida East Coast	275.55	50.45	3.12	1.80	2.71	1.50	1.21
Georgia, Florida & Alabama	168.24	19.00	1.92	.63	1.41	1.12	.29
Georgia & Florida	92.33	17.48	1.33	.79	1.22	1.05	.16
Georgia Southern & Florida	383.01	40.82	3.67	1.16	2.07	1.51	.56
Gulf, Florida & Alabama	100.02	5.28	.95	.18	.89	1.24	*.35
Jacksonville Terminal Co. ....	.....	.....	.....	.....	.....	.....	.....
Live Oak, Perry & Gulf	No Statistics		3.62	1.32	1.89	.93	.97
Louisville & Nashville	421.31	52.44	2.90	1.41	2.41	1.56	.85
Madison Southern	45.61	2.98	3.92	.13	4.05	2.41	1.64
Marianna & Blountstown	15.42	6.56	.70	.28	.99	.55	.44
Ocklawaha Valley	32.89	19.02	.54	.30	.86	.92	*.06
Ocala Southw'st'n (No statistics)	.....	.....	.....	.....	.....	.....	.....
Pelham & Havana	n. given	3.63	1.20	.17	1.32	.84	.48
Port St. Joe Dock & Terminal Co.	.....	.....	.....	.....	.....	.....	.....
Pensacola, Mobile & New Orleans	(No statistics)		.....	.....	.....	.....	.....
Seaboard Air Line	343.70	36.31	3.34	1.02	2.25	1.51	.74
South Florida & Gulf (No report)	.....	.....	.....	.....	.....	.....	.....
South Georgia	61.05	15.03	1.86	.49	1.36	.95	.41
St. Johns River Terminal Co. ...	.....	.....	.....	.....	.....	.....	.....
Standard & Hernando (No stat.)	.....	.....	.....	.....	.....	.....	.....
Tampa & Gulf Coast	67.04	12.87	1.78	.40	1.20	.87	.33
Tampa & Jacksonville	16.65	3.29	.93	.18	1.13	.95	.18
Tampa Northern	44.39	8.82	1.01	.30	1.40	1.32	.08
Tavares & Gulf	No Statistics		1.23	.10	1.33	1.12	.21
Tampa Union Station Co. ....	.....	.....	.....	.....	.....	.....	.....

*Deficit.

RAILROAD STATISTICS, CALENDAR YEAR 1916.
MISCELLANEOUS AVERAGES—ENTIRE LINE.—(Continued.)

	Rev. per Ton Fr't.	Rev. per Ton Mile of Fr'ght.	Revenue per Passenger	Revenue per Passenger Mile	Operating Ratio
Apalachicola Northern	\$1.3181	\$.0295	\$.7918	\$.0303	84.74%
Atlanta & St. Andrews Bay		Not Given			64.55%
Atlantic Coast Line	1.8729	.0100	1.1054	.0220	64.47%
Birmingham, Columbus & St. Andrews ..	1.2000	.0444	.7076	.0352	75.33%
Charlotte Harbor & Northern	.5658	.0087	.6180	.0295	81.91%
East & West Coast	.8660	.0369	.9241	.0365	94.74%
Fellsmere Railroad		No Statistics			185.00%
Florida, Alabama & Gulf	.9685	.0444	.5124	.0399	85.43%
Florida East Coast	2.5529	.0113	1.6874	.0272	55.04%
Georgia, Florida & Alabama	.9919	.0114	.5449	.0263	79.42%
Georgia & Florida	1.2235	.0144	.5484	.0228	86.67%
Georgia Southern & Florida	1.3270	.0096	1.0459	.0214	72.83%
Gulf, Florida & Alabama	.7735	.0095	.7076	.0298	139.00%
Jacksonville Terminal Co.					
Live Oak, Perry & Gulf		No Statistics			48.97%
Louisville & Nashville	1.2376	.0069	1.0154	.0217	64.75%
Madison Southern	.4290	.0859	.1800	.0378	59.52%
Marianna & Blountstown	.9733	.0451	.6599	.0344	55.92%
Ocklawaha Valley	.8784	.0165	.6822	.0128	106.00%
Ocala Southwestern (No statistics)					
Pelham & Havana	.8212	n. given	.3529	.0395	63.97%
Port St. Joe Dock & Terminal Co.					
Pensacola, Mobile & New Orleans		No Statistics			66.83%
Seaboard Air Line Railway	1.7350	.0097	1.1242	.0214	66.96%
South Florida & Gulf (No report)					
South Georgia	.9753	.0305	.4967	.0296	69.92%
St. Johns River Terminal Co.					
Standard & Hernando		No Statistics			113.00%
Tampa & Gulf Coast	.8352	.0266	.6924	.0263	72.37%
Tampa & Jacksonville	1.0328	.0556	.4810	.0279	83.66%
Tampa Northern	.7805	.0227	.6918	.0275	94.02%
Tavares & Gulf	1.1394	n. sta's.	.4092	n. sta's.	85.29%
Tampa Union Station Co.					

RAILROAD STATISTICS, CALENDAR YEAR 1916.

GENERAL BALANCE SHEET—ENTIRE LINE.

ASSETS.												LIABILITIES.							
NAME OF ROAD.	Investment in Road and Equipment	Improvements on Leased Property	Sinking Funds	Deposits in Lieu of Mortgaged Property Sold	Miscellaneous Physical Property	Investments in Affiliated Companies	Other Investments	Current Assets	Deferred Assets	Unadjusted Debits	Total Assets	Stock	Long Term Debt	Current Liabilities	Deferred Liabilities	Unadjusted Credits	Appropriated Surplus	Profit and Loss	Total Liabilities
Apalachicola Northern	\$ 2,834,102.81				512.50		\$ 50,000.00	\$ 101,097.20	\$ 58,761.88	\$ 857.10	\$ 3,045,331.49	\$ 1,000,000.00	\$ 2,000,000.00	\$ 802,853.73		\$ 38,460.23		\$ *795,982.47	\$ 3,045,331.49
Atlanta & St. Andrews Bay	1,512,299.49					2,500.00		31,154.65		533.86	1,546,488.00	300,000.00	850,000.00	124,544.45	48,510.00	234,532.58		*11,099.03	1,546,488.00
Atlantic Coast Line	180,213,413.04	54,470.08		1,862.95	1,040,060.01	60,607,779.27	2,235,003.12	25,174,331.34	281,261.20	699,878.61	270,308,059.62	73,574,272.50	138,426,635.00	7,374,670.98	161,248.00	14,831,578.09	295,548.03	35,644,107.02	270,308,059.62
Bir'h'm. Columbus & St. Andr's	21,751.95							2,539.23			24,291.18		10,503.41	4,662.62		3,068.19		6,056.96	24,291.18
Charlotte Harbor & Northern	3,301,984.59				14,158.97	101,000.00		260,110.55	77,670.75	2,580.31	3,757,505.17	2,000,000.00	2,000,000.00	192,569.73		72,541.77		*507,606.33	3,757,505.17
East & West Coast	781,998.98							4,503.52			786,502.50	250,000.00	254,000.00	286,945.26		7,193.00		*11,635.76	786,502.50
Fellsmere Railroad (No balance sheet given.)																			
Florida, Alabama & Gulf	161,476.80				11,264.54			670,926.92		468.46	844,136.72	150,000.00	365,000.00	276,965.74		4,501.33	21,629.63	26,040.02	844,136.72
Florida East Coast	47,551,207.89			1,661.94	72,131.84	461,971.06	563,247.36	4,463,010.99	2,230,802.75	35,070.18	55,379,104.01	10,000,000.00	37,300,000.00	5,474,496.02		828,805.83	17,967.51	1,757,834.65	55,379,104.01
Georgia, Florida & Alabama	2,583,549.82				21,188.26		5,000.00	184,091.29	130.90	63,693.35	2,857,653.62	572,000.00	2,113,000.00	602,507.10		118,468.02		*548,321.50	2,857,653.62
Georgia & Florida	15,501,345.37				38,489.57	25,392.95		186,992.29		994,440.21	16,746,660.39	8,695,000.00	7,868,484.68	2,517,352.44		290,055.75		*2,624,232.48	16,746,660.39
Georgia Southern & Florida	12,702,614.69				132,600.23	249,222.73	17,301.00	1,115,277.60	626.11	68,304.24	14,285,946.60	3,768,000.00	7,058,336.09	649,275.78	964.79	911,412.80	80,690.37	1,817,266.59	14,285,946.60
Gulf, Florida & Alabama	8,818,540.35							28,797.62		1,633.91	8,848,971.88	4,410,000.00	4,446,000.00	262,885.80		22,064.94	46,670.68		8,848,971.88
Jacksonville Terminal Co.	1,078,112.69				83,290.60			189,203.59		13,340.04	1,363,946.92	200,000.00	862,518.27	232,693.03		57,326.08		*92,183.72	1,363,946.92
Live Oak, Perry & Gulf	1,333,315.14				15,000.00			56,702.05		592.35	1,405,609.54	600,000.00	824,000.00	16,467.18		35,235,152.85	3,235,847.21	56,631,786.72	356,043,501.06
Louisville & Nashville	274,056,582.09	1,762,489.90	78,988.06		3,859,407.43	25,762,622.91	5,450,053.73	37,166,616.27	6,223,741.43	1,682,999.24	356,043,501.06	72,012,116.76	177,652,891.82	11,196,823.47	78,882.23			13,186.44	76,863.29
Madison Southern	73,577.18							3,286.11			76,863.29	50,000.00		7,886.07		5,790.78		*66,945.61	321,341.10
Marianna & Blountstown	178,255.83							14,868.58		128,216.69	321,341.10	120,000.00	200,000.00	58,606.78		9,679.93		*17,004.50	267,747.42
Ocklawaha Valley	253,049.98				256.50			14,305.94		135.00	267,747.42	250,000.00		25,425.60		9,326.32		*5,774.35	48,671.22
Ocala Southwestern	47,496.30							1,174.92			48,671.22	25,000.00		27,302.11		2,143.46		33,543.76	148,438.76
Pelham & Havana	145,418.60							3,020.16			148,438.76	100,000.00	10,297.57	3,076.59		1,520.84		*24,076.83	1,376,713.25
Port St. Joe Dock & Ter. Co.	222,489.91				1,041,401.16		2,500.00	4,138.30		106,183.88	1,376,713.25	100,000.00	1,158,242.27	141,883.59		664.22		147,985.65	178,299.30
Pensacola, Mobile & N. O.	†169,050.00							9,249.30			178,299.30	10,000.00		20,313.65		3,898,684.82	50,387.48	5,795,054.44	202,579,388.16
Seaboard Air Line	180,974,090.34	13,414.10	1,014.63	25,075.02	549,349.35	2,584,715.50	4,334,644.81	7,395,901.43	31,134.45	6,669,248.53	202,579,388.16	60,950,800.00	126,218,521.54	5,665,339.88					
South Fla. & Gulf (No report.)																			
South Georgia	470,315.61							70,740.28		6,920.19	547,976.08	58,000.00	204,000.00	29,707.76		78,739.73		177,528.59	547,976.08
St. Johns River Terminal Co.	1,328,077.92							79,159.43	66.36	1,618.16	1,408,921.87	100,000.00	1,262,091.41	73,162.36		8,641.22	5,295.05	*40,268.17	1,408,921.87
Standard & Hernando	450,496.17							7,231.37	20.80	1,355.20	459,103.54	300,000.00		84,416.10		98,075.89		*23,388.45	459,103.54
Tampa & Gulf Coast	1,056,012.67							41,025.62		108,191.00	1,205,229.29	250,000.00	767,477.62	191,897.31		17,770.17		*21,915.81	1,205,229.29
Tampa & Jacksonville	1,161,586.88							13,225.01		179.28	1,174,991.17	604,900.00	546,717.71	90,577.68		23,721.85		*90,926.07	1,174,991.17
Tampa Northern	1,976,046.38				8,301.78	10,000.00		101,734.80	1,435.72	71,380.03	2,168,898.71	750,000.00	1,308,523.02	49,841.28		4,854.92	3,953.87	*387,584.62	2,168,898.71
Tavares & Gulf	597,871.30							3,242.71			601,114.01	250,000.00	299,000.00	591,274.88		3,242.50		*544,015.79	601,114.01
Tampa Union Station	255,826.23							21,276.21		11,586.99	288,689.43	30,000.00	228,000.00	18,828.52				8,618.41	288,689.43
Grand Total	\$741,811,957.00	\$ 1,830,374.08	\$ 80,002.69	\$ 28,599.91	\$ 6,887,412.74	\$ 89,805,204.42	\$ 12,657,750.02	\$ 77,418,935.28	\$ 8,906,452.35	\$ 10,669,406.81	\$950,096,095.30	\$241,480,089.26	\$514,234,240.41	\$ 37,489,577.37	\$ 289,605.20	\$ 56,936,089.26	\$ 3,757,989.83	\$ 95,908,503.97	\$950,096,095.30
Total Interstate Roads	677,308,696.20	1,830,374.08	80,002.69	26,937.97	5,652,359.39	89,232,233.36	12,042,002.66	72,037,099.15	6,537,694.09	10,188,120.60	874,935,520.19	224,600,189.26	465,213,166.70	28,723,463.64	289,605.20	55,672,876.68	3,684,102.72	96,752,115.99	874,935,520.19
Roads Entirely in Florida	64,503,260.80			1,661.94	1,235,053.35	572,971.06	615,747.36	5,381,836.13	2,368,758.26	481,286.21	75,160,575.11	16,879,900.00	49,021,073.71	8,766,113.73		1,263,212.58	73,887.11	*843,612.02	75,160,575.11

†Estimated.
*Debits.

*STATISTICS OF EXPRESS COMPANIES—Calendar Year 1916.

SOUTHERN EXPRESS COMPANY.

SYSTEM MILEAGE OPERATED BY STATE AND TERRITORY.

	Steam Road Mileage	Electric Line Mileage	Coastwise Steamboat Mileage	Inland Steamboat Mileage	Total Mileage
Alabama	4,305.00	.....	.....	22.00	4,327.00
Arkansas	229.00	.....	.....	.....	229.00
Dist'ct of Columbia	3.00	.....	.....	.....	3.00
Florida	4,222.70	.....	260.00	50.00	4,532.70
Georgia	6,772.30	.....	.....	.....	6,772.30
Illinois	317.20	.....	.....	.....	317.20
Indiana	246.00	.....	.....	.....	246.00
Kansas	119.00	.....	.....	.....	119.00
Kentucky	679.00	.....	.....	.....	679.00
Louisiana	774.90	.....	.....	.....	774.90
Maryland	17.00	.....	.....	.....	17.00
Mississippi	2,219.90	.....	.....	.....	2,219.90
Missouri	325.00	.....	.....	.....	325.00
North Carolina	4,433.00	.....	.....	.....	4,433.00
Ohio	268.00	.....	.....	.....	268.00
South Carolina	3,317.70	.....	.....	.....	3,317.70
Tennessee	2,770.90	.....	.....	.....	2,770.90
Virginia	2,606.00	77.00	.....	42.00	2,725.00
West Virginia	414.00	.....	.....	.....	414.00
Total	34,039.60	77.00	260.00	114.00	34,490.60
Mileage not assigned to States .....	.....	.....	.....	.....	332.00
Ocean-going mileage .....	.....	.....	.....	.....	390.00
Grand Total .....	.....	.....	.....	.....	35,212.60

*Future reports will contain more detail pertaining to State of Florida.

*STATISTICS OF EXPRESS COMPANIES—Calendar Year 1916.

STATISTICS AND FINANCIAL PAPER ISSUED.—(Entire System.)

SOUTHERN EXPRESS COMPANY.

Item	Number	Amount
Money Orders	3,114,458	\$ 11,737,885.95
C. O. D. Checks	1,130,605	12,064,743.48
Limited and Unlimited Cheques .....	.....	.....
Travelers' Cheques	5,860	98,760.00
Telegraph and Cable Transfers .....	.....	.....
Letters of Credit .....	.....	.....
Total	4,250,923	\$ 23,901,389.43

Number of Express Offices in United States at close of year:

Joint with Railroads 3,558
 All Others 656

Number of Offices in the United States at which Money Orders were
 for sale 4,035

*Future reports will contain more detail pertaining to State of Florida

*STATISTICS OF EXPRESS COMPANIES—Calendar Year 1916.

GENERAL BALANCE SHEET—ENTIRE SYSTEM.

SOUTHERN EXPRESS COMPANY.

ASSETS.	
Real Property and Equipment	\$ 1,997,971.98
Miscellaneous Physical Property	144,232.23
Cash and Current Assets	4,461,792.13
Deferred Assets	1,663.24
Unadjusted Debits	10,412.08
Total Assets	\$ 6,616,071.66
LIABILITIES.	
Capital Stock	None
Long Term Debt	None
Current Liabilities	1,905,837.25
Deferred Liabilities	38,875.03
Unadjusted Credits	1,024,209.37
Profits and Loss	3,647,150.01
Total Liabilities	\$ 6,616,071.66

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*STATISTICS OF EXPRESS COMPANIES—Calendar Year 1916.

INVESTMENT IN REAL PROPERTY AND EQUIPMENT.
(ENTIRE SYSTEM.)

SOUTHERN EXPRESS COMPANY.

Account.	Cost to Close of Year
I. LAND.	
Land	\$ 78,823.00
II. BUILDINGS.	
Buildings and appurtenances on hand owned	\$ 163,207.56
Buildings and appurtenances on hand not owned...	439,228.56
Improvements to buildings not owned	3,801.60
Total Buildings	\$ 606,237.72
III. EQUIPMENT.	
Cars	\$ 176,164.72
Horses	161,679.13
Automobiles	174,398.98
Wagons and Sleighs	39,211.13
Harness Equipment	330,244.60
Office Furniture and Equipment	110,857.02
Office Scales	180,187.56
Trucks	2,779.19
Stable Equipment	2,354.71
Garage Equipment	133,848.55
Line Equipment	831.16
Miscellaneous Equipment	356.51
Total Equipment	\$1,312,911.26

Total Real Property and Equipment 1,997,971.98

*Future reports will contain more detail pertaining to State of Florida.

***STATISTICS OF EXPRESS COMPANIES—Calendar Year 1916.**
PROFIT AND LOSS ACCOUNT—ENTIRE SYSTEM.
SOUTHERN EXPRESS COMPANY.

	Debit	Credit
Balance at beginning of year		\$ 5,788,033.84
Transferred from Income		1,678,247.17
Other Credits		147,232.04
Dividends Appropriations of Surplus	\$ 3,900,000.00	
Other Debits	64,363.04	
Credit Balance	3,647,150.01	
	\$ 7,611,513.05	\$ 7,611,513.05

*Future reports will contain more detail pertaining to State of Florida.

***STATISTICS OF EXPRESS COMPANIES—Calendar Year 1916.**
INCOME ACCOUNT—ENTIRE LINE.
SOUTHERN EXPRESS COMPANY.

I. OPERATING REVENUE.		
Charges for Transportation ..	\$18,039,247.64	
Express Privileges Dr.	9,251,998.25	
Revenue from Transportation	\$8,787,249.39	
Revenue from operations other than transportation	403,725.59	
Total operating revenues	\$9,190,947.98	
Operating expenses	7,192,510.28	
Net operating revenue	\$1,998,464.70	
Uncollectible reveue from transportation...	1,605.79	
Express taxes	180,789.12	
Operating income		\$1,816,069.79
II. OTHER INCOME.		
Rent from real property and equipment used jointly	\$ 6,307.60	
Net income from miscellaneous physical property	2,573.55	
Separately operated properties, profit	4,145.98	
Divided income	8,587.50	
Income from funded securities	16,956.17	
Income from unfunded securities and accts.	39,051.28	
Miscellaneous income	25.70	
Total other income	\$ 77,627.78	
Gross Income		\$1,893,697.57
III. DEDUCTIONS FROM GROSS INCOME.		
Rent for real property and equipment used jointly	\$ 10,864.55	
Miscellaneous rents	875.41	
Miscellaneous taxes	3,280.44	
Miscellaneous income debits	450.00	
Total deductions from Gross Income.....	\$ 15,450.40	
Net Income		\$1,878,247.17
Dividend appropriations of income	\$ 200,000.00	
Income Bal. transferred to Profit & Loss		\$1,678,247.17

*Future reports will contain more detail pertaining to State of Florida.

*STATISTICS OF EXPRESS COMPANIES—Calendar Year 1916.

OPERATING REVENUES—ENTIRE LINE.

SOUTHERN EXPRESS COMPANY.

<i>Account.</i>	
I. TRANSPORTATION.	
Express, domestic	\$18,018,449.50
Express, foreign	19,898.14
Miscellaneous	900.00
Total Transportation	\$18,039,247.64
II. CONTRACT PAYMENTS.	
Express privileges, Dr., ...	\$ 9,251,998.25
Revenue from Transportation	\$ 8,787,249.39
III. OPERATIONS OTHER THAN TRANSPORTATION.	
Customs, brokerage fees	\$ 4,328.68
Order and commission	14,841.71
Rents of buildings and other property	5,872.63
Money orders	130,309.78
C. O. D. Checks	240,764.15
Travelers' Checques	519.75
Profit or exchange and other financial revenue	465.97
Miscellaneous	6,622.92
Total other than Transportation	\$ 403,725.59
Total Operating Revenue	\$ 9,190,974.98

*Future reports will contain more detail pertaining to State of Florida.

*STATISTICS OF EXPRESS COMPANIES—Calendar Year 1916.

OPERATING EXPENSES—ENTIRE LINE.

SOUTHERN EXPRESS COMPANY.

<i>Account.</i>	<i>Amount</i>
Maintenance	\$ 350,099.65
Traffic expenses	79,104.50
Transportation	6,114,935.69
General expenses	647,474.44
Total Operating Expenses	\$ 7,192,510.28

*Future reports will contain more detail pertaining to State of Florida.

*STATISTICS OF EXPRESS COMPANIES—Calendar Year 1916.
TAXES BY STATES—ENTIRE LINE.
SOUTHERN EXPRESS COMPANY.

Name of State	Ad Valorem Tax		Specific Tax		Total Taxes
	On Value of and Personal Property	On Other Values & Results of Operations	On Traffic or Some Physical Quality of Property or Privileges	U. S. Govt.	
Alabama	\$ 1,107.56	\$12,349.35	\$ 9,596.93	\$	\$ 23,053.84
Arkansas	645.95	233.02	.....	.....	878.97
Cuba .....	.....	.....	62.52	.....	62.52
Florida	4,595.84	.....	18,456.96	.....	23,052.80
Georgia	5,625.81	18,510.63	8,054.43	.....	32,190.87
Illinois	18.93	.....	.....	.....	18.93
Indiana	1.83	545.76	.....	.....	547.59
Kansas	3.12	66.53	60.00	.....	129.65
Kentucky	114.23	4,848.45	.....	.....	4,962.68
Louisiana .....	.....	2,290.00	1,131.34	.....	3,421.34
Maryland .....	.....	25.00	.....	.....	25.00
Mississippi	1,824.62	5,470.98	500.00	.....	7,795.60
Missouri	4.80	.....	455.45	.....	460.25
New York	30.60	.....	.....	.....	30.60
North Carolina	1,150.36	19,903.45	1,806.34	.....	22,860.15
Ohio .....	.....	2,617.29	.....	.....	2,617.29
South Carolina	609.34	8,899.60	5,275.66	.....	14,784.60
Tennessee	5,660.93	.....	2,681.00	.....	8,341.93
Virginia	652.45	.....	15,799.10	.....	16,451.55
West Virginia	903.70	.....	598.37	.....	1,502.07
United States .....	.....	.....	.....	17,600.89	17,600.89
Total	\$22,950.07	\$75,760.06	\$64,478.10	\$17,600.89	\$180,789.12

*Future reports will contain more detail pertaining to State of Florida.

*STATISTICS OF SLEEPING CAR COMPANIES.
RECEIPTS AND EXPENSES ON INTRASTATE BUSINESS IN THE
STATE OF FLORIDA.
THE PULLMAN COMPANY.

	Year Ended June 30, 1916	Year Ended June 30, 1917
Gross Revenue	\$385,635.21	\$454,292.02
Expenses: (Estimated)*		
Maintenance	153,558.01	151,605.31
Conducting car operations	126,965.18	138,006.43
General expenses	13,437.39	29,655.34
Total expenses	\$293,960.58	\$319,267.08
Net Revenue Operations	\$ 91,674.63	\$135,024.94
Taxes	24,058.45	27,390.06
Net Revenue	\$ 67,616.18	\$107,634.88

*The above statement of expenses is an estimate based on the average expenses per car. A more complete set of statistics for the Pullman Company, the only sleeping car company operating in the State of Florida, will appear in our future annual reports.

††STATISTICS OF TELEGRAPH COMPANIES—
CALENDAR YEAR 1916.

PLANT MILEAGE—ENTIRE SYSTEM.

	Postal Telegraph Cable Company	*West'n Union Telegraph Co.
Miles of pole line	6,022.08	208,450.00
Miles of bare copper wire	27,030.05	568,641.00
Miles of iron wire	16,244.86	.....
Miles of compound wire	175.75	.....
Miles of other bare wire .....	.....	937,272.00
Total miles of aerial wire	43,450.66	1,505,913.00
Miles of aerial cable	753.58	42,524.00
Miles of underground cable	1,723.09	49,083.00
Miles of single duct	70.85	.....
Miles of underground trench	22.53	.....
Miles of submarine cable	70.55	30,062.00

*Includes jointly used property and that on railroad right-of-way.

††Future reports will contain more elaborate statistics pertaining to the State of Florida.

††STATISTICS OF TELEGRAPH COMPANIES—
CALENDAR YEAR 1916.

GENERAL BALANCE SHEET—ENTIRE SYSTEM.

ASSETS.		
	Postal Telegraph- Cable Company	Western Union Telegraph Co.
Plant and equipment	\$ 50,000.00	\$†143,287,704.34
Construction in progress .....	.....	3,516,905.51
Investment in securities .....	.....	11,320,349.51
Long term advances .....	.....	1,180,000.00
Working assets and accrued in- come	362,676.27	31,661,182.61
Deferred debit items .....	.....	793,627.36
Total	\$ 412,676.27	\$ 191,759,669.33
LIABILITIES.		
Capital stock	\$ 50,000.00	\$†101,647,176.66
Long term debt .....	.....	31,994,000.00
Working and accrued liabilities	376,495.75	7,511,531.52
deferred credit items .....	.....	26,038,892.56
Profit and loss	*13,783.48	24,568,068.59
Total	\$ 412,676.27	\$ 191,759,669.33

*Debit.

†Includes subsidiary companies.

†Includes \$2,500,000.00 deposit with trust company.

††Future reports will contain more elaborate statistics pertaining to the State of Florida.

††STATISTICS OF TELEGRAPH COMPANIES— CALENDAR YEAR 1916.

PROFIT AND LOSS ACCOUNT—ENTIRE SYSTEM. POSTAL TELEGRAPH-CABLE COMPANY.

	Debit	Credit
Balances beginning of year	\$ 3,579.59	\$.....
Transferred from income	10,203.89	.....
Balance carried to Balance Sheet ..		13,783.48
Total	\$ 13,783.48	\$ 13,783.48

WESTERN UNION TELEGRAPH COMPANY.

Balance at beginning of year	\$.....	\$18,882,968.53
Transferred from income		12,395,405.04
Miscellaneous credits		523,988.45
Dividend appropriations	5,984,566.75	.....
Miscellaneous appropriations	1,000,000.00	.....
Miscellaneous debits	249,726.68	.....
Balance carried to Balance Sheet ..	24,568,068.59	.....
Total	\$31,802,362.02	\$31,802,362.02

††Future reports will contain more elaborate statistics pertaining to the State of Florida.

††STATISTICS OF TELEGRAPH COMPANIES— CALENDAR YEAR 1916.

INCOME ACCOUNT—ENTIRE SYSTEM.

	Postal Tel.-Cable	Western Union
Telegraph and cable operating revenues	\$ 1,211,703.00	\$61,919,140.52
Telegraph and cable operating expenses ..	1,182,214.81	43,018,328.45
Net Revenues	\$ 29,488.10	\$18,900,812.07
Uncollectible revenues	\$ 5,728.44	\$ 304,567.00
Operating taxes	33,963.64	1,557,000.00
Total deduct'ns from Net Reven's ..	\$ 39,692.08	\$ 1,861,567.00
Operating income	\$ *10,203.89	\$17,039,245.07
Non-operating income		1,702,460.09
Gross Income	\$ *10,203.89	\$18,741,705.16
Deductions from Gross Income		5,179,875.62
Net Income	\$ *10,203.89	\$13,561,829.54
Appropriations of income		1,166,424.50
Balance for Profit and Loss	\$ *10,203.89	\$12,395,405.04

*Deficit.

††Future reports will contain more elaborate statistics pertaining to the State of Florida.

††STATISTICS OF TELEGRAPH COMPANIES— CALENDAR YEAR 1916.

OPERATING REVENUES—ENTIRE SYSTEM.

Account.

I. REVENUE FROM TRANSMISSION—TELEGRAPH.

	Postal Telegraph- Cable Company	Western Union Telegraph Co.
Commercial telegraph tolls	\$ 1,037,364.99	\$45,810,617.68
Telegraph tolls on cable messages.....	62,459.00	1,849,798.38
Government telegraph tolls	25,492.60	308,915.34
Press telegraph tolls	24,937.02	1,725,006.24
Money transfer tolls	5,675.38	524,314.87
Stock and commercial news revenue....	25,927.34	2,145,517.74
Other telegraph transmission revenues..	.....	.....
Telephone transmission tolls, Dr., .....	.....	338,816.50
Total reven's from transm's'n, teleg'h..	\$ 1,181,856.33	\$52,025,353.75

II. REVENUE FROM TRANSMISSION—CABLE.

Commercial cable tolls	\$.....	\$ 7,394,173.43
Government cable tolls .....	.....	.....
Press cable tolls .....	.....	470,654.29
Other cable transmission revenues .....	.....	.....
Total reveues from transm's'n, cable..	\$.....	\$ 7,864,827.72

III. OPERATIONS OTHER THAN TRANSMISSIONS.

Rents from leased wires	\$ 9,338.98	\$ 1,365,235.10
Rents from other operated property ...	10,260.93	284,585.09
Money transfer premiums	3,689.25	331,802.88
Messenger service revenue	6,505.81	802,091.96
Time service revenue .....	.....	464,634.38
Other non-transmission revenue	51.70	101,823.21
Total non-transmission revenue	\$ 29,846.67	\$ 3,350,172.62

IV. CONTRACT PAYMENTS TO TRANSPORTATION COMPANIES.

Contract revenues, Dr., ...	\$.....	\$ 1,321,213.57
Grand Total	\$ 1,211,703.00	\$61,919,140.52

††Future reports will contain more elaborate statistics pertaining to the State of Florida.

††STATISTICS OF TELEGRAPH COMPANIES— CALENDAR YEAR 1916.

OPERATING EXPENSES—ENTIRE SYSTEM

ACCOUNT	AMOUNT	
	Postal Telegraph- Cable Company	Western Union Telegraph Co.
Maintenance	\$ 222,541.49	\$ 9,960,812.91
Conducting operations	909,971.67	31,031,897.16
General and miscellaneous expenses....	49,701.65	2,025,618.38
Grand Total ..	\$ 1,182,214.81	\$43,018,328.45

††Future reports will contain more elaborate statistics pertaining to the State of Florida.

††STATISTICS OF TELEGRAPH COMPANIES— CALENDAR YEAR 1916.

MESSAGE STATISTICS—ENTIRE LINE.

Class of Messages	Number Transmitted	
	Postal Telegraph Cable Company	Western Union *Telegraph Co.
Day messages	† 2,671,481	5,230,600
Night message		116,600
Day letters	†.....	687,400
Night letters	289,187	1,046,000
Government messages		102,156
Money order messages	25,381	82,652
Press messages		464,200
Total	2,986,049	7,719,608

*Estimated on one month average.

†Includes press and government messages.

‡Postal Telegraph Co. does not handle day messages.

††Future reports will contain more elaborate statistics pertaining to the State of Florida.

Report of Derailments and Wrecks and Accidents to Persons from January 1, 1917 to December 31, 1917.

TIME OF WRECK		Date Telegram Received	PLACE OF WRECK OR ACCIDENT TO PERSONS	Freight Train Number	Passenger Train Number	Freight Engine Number	Passenger Engine Number	Whether Freight or Passenger, or Both	CAUSE OF WRECK OR ACCIDENT TO PERSONS.	DAMAGE		Number Persons Killed or Injured		Receipt of Written Report	REMARKS.
Hour	Date									Equipment	Track	Em- ployees	Others		
												Killed	Inj'd		
ATLANTIC COAST LINE RAILWAY.															
12:50 A. M.	3 Jan., 1917	3 Jan., 1917	Croom	233		38	716	Both	Collision	\$ 38.00		5		5 Jan., 1917	Account of fog. Engineer passenger did not see train.
5:35 A. M.	5 Jan., 1917		Four Miles South Jacksonville				1008	Freight	Boy trespasser riding brake rod				1	8 Feb., 1917	Adson Robinson, col., riding brake rod, fell, both legs cut off.
4:50 A. M.	19 Jan., 1917	19 Jan., 1917	Between Gainesville & Rochelle				38	Passenger	Broken rail	175.00				24 Jan., 1917	Derailed colored coach and mail car.
10:50 A. M.	26 Jan., 1917	27 Jan., 1917	Leesburg				201	Freight	Struck S. A. L. train on crossing	800.00					Engineer A. C. L. responsible for accident, failed comply rules.
8:00 A. M.	30 Jan., 1917	31 Jan., 1917	DeLand				171	Freight	Struck automobile			1			T. E. Arnold, occupying auto killed.
10:35 P. M.	8 Jan., 1917		Leesburg		31		Extra	Freight	Caught under car			1		14 Mar., 1917	Car inspector injured.
9:57 A. M.	14 Feb., 1917		Kissimmee			27		Passenger	Struck auto				2	17 Feb., 1917	Auto driven by lady crossing track front of engine.
8:10 P. M.	12 Feb., 1917		Rand's Yard		173			Switch	Coupling cars			1		17 Feb., 1917	Platform caboose crushed. Owen Steenstrum, leg broken.
4:40 P. M.	19 Feb., 1917		McMeekin		941		300	Freight	Caboose rocking off track	75.00				21 Feb., 1917	Caboose derailed.
11:35 A. M.	24 Feb., 1917	26 Feb., 1917	Clermont				100	Freight	Struck show car shifting				16		Train 100, shifting Clermont, struck show car too hard.
8:55 P. M.	26 Feb., 1917		Lakeland				172	Switch	Crossing struck front engine			1			Elijah Van Ausdale, white, 80 yrs, old went around closed gates.
6:00 P. M.	6 Apr., 1917	9 Apr., 1917	Fatio		997		333	Freight	Struck auto			1	5	7 Apr., 1917	Struck auto at road crossing just around curve. All colored.
12:41 P. M.	6 Apr., 1917		Wilcox		945		150	Freight	Unknown	445.00				7 Apr., 1917	Derailed 6 freight cars and coach.
4:05 P. M.	12 Apr., 1917		Fifth Street, Tampa	252		91		Passenger	Struck city dump cart				1	13 Apr., 1917	Struck dump cart, badly injuring driver.
3:30 P. M.	17 Apr., 1917		Chatmar		716		Extra	Freight	In switching sideswiped train	270.00				19 Apr., 1917	
	26 Apr., 1917	26 Apr., 1917	Jacksonville									2			Killed Angus Scott and young son.
5:27 P. M.	23 May, 1917		Gardner		955		335	Freight	U. T. L. tank car 13198 leaving track	465.00					Derailed 3 cars.
1:55 A. M.	14 Jun., 1917		Hernando		914		215	Freight	Truck breaking down	25.00				18 Jun., 1917	Derailed car 1012 loaded with meat.
1:30 A. M.	7 July, 1917	7 July, 1917	Caloosahatchee River				89	Freight	No cause shown						Engine, tender and express car turned over in river.
12:55 P. M.	21 July, 1917		Ocala Yard			40		Passenger	Struck auto on crossing			4			4 occupants injured.
12:53 P. M.	24 July, 1917		Near Halfmoon		204			Freight	Middle driving broke	500.00		1		25 Jul., 1917	Engineer J. E. Walker slightly injured.
11:50 A. M.	27 July, 1917	28 July, 1917	68 M. P.		967		100	Freight	Broken flange, L. & N. 93060	225.00				28 Jul., 1917	Derailed L. & N. 93060. Totally destroyed.
9:45 A. M.	7 July, 1917		Near Anthony				243	Freight	Broken truck frame caboose	100.00				9 May 1917	Derailed caboose.
6:45 P. M.	14 Aug., 1917		Moncrief, King's Road, Jax.	512				Passenger	Shuttle train struck auto			3			E. A. Browning, P. A. Williams & Mrs. P. A. Williams injured.
12:25 P. M.	18 Aug., 1917		Raleigh	228		42		Passenger	Struck auto			2		20 Aug., 1917	Eugene Mixon, white, and Brown Lewis, colored, killed.
6:25 P. M.	9 Sept., 1917	10 Sept., 1917	Near Mt. Dora	53		22		Passenger	Cow on track	25.00					Derailed engine, tank, mail car and coach.
4:45 P. M.	14 Sept., 1917	15 Sept., 1917	Worthington Springs		719		Extra	Freight	Burst wheel	575.00				17 Sept., 1917	Derailed 5 cars.
12:30 P. M.	15 Sept., 1917	15 Sept., 1917	Between Perry & Carbar		910		342	Freight	Car lumber loaded top heavy					17 Sept., 1917	Derailed 4 cars.
5:28 P. M.	23 Nov., 1917		Huntington	245		80		Passenger	Switch left open	520.00		2		27 Nov., 1917	Headed in open switch, colliding with 2 cars on siding.
3:20 P. M.	28 Dec., 1917		4 Miles N. Juliette	917		43		Passenger	Spring falling out of engine	50.00				30 Jan., 1918	No personal injuries.
10:05 P. M.	31 Dec., 1917		Near Felicia	945		210		Freight	Broken flange, C. & A. 38140	1,850.00				4 Jan., 1918	Derailed 6 cars; 5 turned over.
NOTE:—In addition to the above there were reported to the Commissioners 14 derailments with a total damage to equipment of \$1,395. No personal injuries, therefore not given in detail.															
SEABOARD AIR LINE RAILWAY.															
6:45 P. M.	6 Jan., 1917		Live Oak	604				Passenger	Air drum on engine blew out			1		10 Jan., 1917	Slight injuries to Engineer F. W. Griswald.
7:25 P. M.	9 Jan., 1917	10 Jan., 1917	Ocala		21			Passenger	Ran into open switch			3	2		Derailed 2 box cars and engine.
4:00 A. M.	17 Jan., 1917	17 Jan., 1917	1 1-2 Miles E. Wellborn				199-786	Freight	Rear end collision	15,520.00				24 Jan., 1917	Cause improper flagging, 3 cars and engine No. 199 damaged.
10:50 P. M.	26 Jan., 1917	27 Jan., 1917	A. C. L. Crossing Leesburg		302		944	Freight Mixed	A. C. L. ran into S. A. L. on crossing			1			2 cars vegetables badly damaged.
11:02 A. M.	22 Jan., 1917		Jacksonville						Crossing track front engine			1			W. L. Burgess, expressman, injured.
	31 Jan., 1917		Plant City						Crossing track between cars			1			Isaac Chester, section hand, lost hand and leg.
12:25 A. M.	15 Feb., 1917	16 Feb., 1917	Summerfield				80-64	Freight	Rear end collision	700.00	150.00	5			Destroyed cab. Damaged 2 cars and pilot to engine.
	9 Feb., 1917		Near Whitney				301	Freight	Falling between cars			1		16 Feb., 1917	Section laborer killed stealing ride on freight train.
6:10 P. M.	8 Mar., 1917		Jacksonville					Freight	Coupling cars			1			Brakeman in cab injured when coupling made.
5:15 A. M.	20 Mar., 1917		Tampa					Freight	Fell from moving train			1		26 Mar., 1917	H. A. Linville injured.
12:42 P. M.	3 Apr., 1917		Near Greenville			37		Passenger	Fell from engine			1		19 Apr., 1917	Chas. Jones, fireman, fell going to front of engine.
1:30 P. M.	20 Apr., 1917		Near Raleigh				261	Freight	Struck auto on crossing			1		28 Apr., 1917	Struck auto of Dr. J. M. Good.
4:45 P. M.	21 May, 1917		Plant City			3		Passenger	Struck auto on crossing			6			All negroes.
	24 May, 1917		Turkey Creek	708			66	Freight	Fell between engine and tank			1		28 May, 1917	Engineer A. L. Calhoun hand cut off.
2:10 A. M.	25 May, 1917		Bridge Near Lacoochee				80	Freight	Two soldiers on guard struck			1	1		
5:45 A. M.	26 May, 1917		Jacksonville Yard					Switch	Mashed between cars			1		30 May, 1917	Foreman R. H. Hires killed.
7:15 A. M.	30 May, 1917		Near Terra Ceia				504	Passenger	Struck auto on crossing			1			Slight injury to driver.
7:40 P. M.	12 Jun., 1917		Nassau River Bridge						Killed on trestle			1			Arthur Cartnell killed while guarding trestle.
	21 Jun., 1917		Bradley Junction	101					Check-cap came out			1		21 Jun., 1917	C. E. Metcalf scalded in face.
	21 Jun., 1917		Jacksonville					Switch	Disconnecting freight cars			1		24 Jun., 1917	C. C. Cline, switchman, finger mashed.
	14 July, 1917		Jacksonville					Switch	Fell from car			1		14 Jul., 1917	Will Johnson, switchman, injured.
2:30 P. M.	15 Aug., 1917		Jacksonville Yard		592			Passenger	Piston broke			1			K. R. Williams, yard foreman, injured.
	18 Aug., 1917		Anthony		1			Passenger	Fell from birth in Pullman			1			E. P. Hellvester, wounded.
8:17 P. M.	13 Sept., 1917	14 Sept., 1917	Myrtle Ave., Jacksonville		23-80			Passenger	Collision	1,200.00		1	3		Collision caused by error of switchman.
	19 Nov., 1917		Jacksonville		31			Passenger	Collided with auto				1	24 Nov., 1917	
10:19 A. M.	20 Nov., 1917		West Jacksonville		792		2d-80	Freight	Journal car rung off	4,000.00	950.00			23 Nov., 1917	17 cars badly damaged.
	30 Nov., 1917		Near Quincy		771		82	Freight	Arch pipe burst			1		27 Nov., 1917	Engineer scalded.
2:49 P. M.	13 Dec., 1917	15 Dec., 1917	Dunnellon				261-8	Freight	Failure crew protect train			4		18 Dec., 1917	Head on collision.
FLORIDA EAST COAST RAILWAY.															
6:00 P. M.	8 Feb., 1917	10 Feb., 1917	Baker's Siding				68	Freight	Switch thrown under car	600.00				12 Feb., 1917	1 Car derailed.
9:30 P. M.	16 Feb., 1917		Lake Worth				83	Freight	Brake beam falling down	75.00				21 Feb., 1917	
5:57 A. M.	22 Mar., 1917		Crossing at Hallandale			30		Passenger	Struck auto truck			1		26 Mar., 1917	Truck driver killed.
12:30 A. M.	4 Apr., 1917	4 Apr., 1917	220 M. P.				85	Freight	Truck giving away	50.00					Derailed A. C. L. 2957.
2:40 A. M.	26 May, 1917	26 May, 1917	South Jacksonville					Switch	Cracked cylinder head			1	1	30 May, 1917	Damaged caused by escaping steam.
2:40 A. M.	30 May, 1917	30 May, 1917	Hawks Park			37	Ex-68	Ex. Passenger	Rear end collision	575.00		2	7	30 May, 1917	Cause not explained.
2:30 P. M.	9 July, 1917	11 July, 1917	Gosling				71	Freight	Broken wheel on truck	25.00		2		11 Jul., 1917	Derailed 8 cars.
11:20 P. M.	25 July, 1917		Spruce Creek				70	Freight	Broken flange	253.00				25 Jul., 1917	Derailed 1 car.
	25 Aug., 1917		M. P. 118				124	Freight	Arch bar broken					27 Aug., 1917	Collapse of 1 freight car.
4:20 P. M.	3 Oct., 1917		Indian River City						Distributing telegraph poles			1	2	6 Oct., 1917	Telegraph pole rebounded. Derailed 9 cars.
10:00 P. M.	21 Nov., 1917		South of Big Pine		111		28		Unknown	1,000.00		1		27 Nov., 1917	Conductor's ankle sprained.
	17 Dec., 1917		Knights Key Bridge						Broken wheel push car			1		20 Dec., 1917	Employee drowned.
NOTE:—In addition to the above there were reported to the Commissioners 14 derailments with a total damage to equipment of \$4,645; track \$1,390. No personal injuries therefore not given in detail.															
GULF, FLORIDA & ALABAMA RAILWAY.															
9:45 P. M.	5 July, 1917		Pensacola						Rear drivers splitting switch						1 Car derailed.
2:30 P. M.	14 July, 1917		Goulding Spur		5		Extra	Freight	Car down on bearings	5.00					1 Car derailed.
1:40 P. M.	16 July, 1917		G. F. & A. Docks					Crane	Broken rail		6.50				Old steel and rotten ties.
TAVARES & GULF RAILWAY.															
NOTE:—There were 6 derailments reported caused by spreading track and broken rail. Total damage to track and equipment, \$250. No personal injuries reported.															
MARIANNA & BLOUNTSTOWN RAILWAY.															
	5 Jan., 1917						4	Mixed	Unknown	27.00	15.00			2	14 Jul., 1917
OKLAWAHA VALLEY RAILWAY.															
3:35 P. M.	5 Jul., 1917		2 Miles S. Rav Lake				72	Freight Mixed	Washout	300.00	450.00		2		14 cars derailed.

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